Orange County Transportation Authority Legislative Matrix

2026 State Legislation Session
August 20, 2026

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
AB 334 (Petrie-Norris – D) Operators of toll facilities: interoperability programs: vehicle information.	Would authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.	**INTRODUCED:** 01/28/2025 **LOCATION:** Senate Committees on Transportation and Judiciary **LAST AMEND:** 07/17/2025 **STATUS:** 09/13/2025 In SENATE. Failed Deadline pursuant to Rule 61(a)(14).	Support (partial list) Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission, Orange County Business Council, San Bernardino County Transportation Authority, Association of California Cities Orange County, Automobile Club of Southern California

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►AB 1569 (Davies – R) Pupil safety: electric bicycle: safety and training program.	Would require the Department of Education in consultation with the California Highway Patrol to develop a standardized electric bicycle safety and training program for students in grades 7 through 12.	**INTRODUCED:** 01/12/2026 **LOCATION:** *Senate Committee on Appropriations* **LAST AMEND:** 04/13/2026 **STATUS:** *06/24/2026* *In SENATE. Referred to Committee on Appropriations.*	Support (partial list) Support: City of Irvine, City of San Clemente, Streets for All, League of California Cities, Auto Club of Southern California
AB 1855 (Gonzalez – R) California Environmental Quality Act: exemption: passenger rail service.	Would expand the California Environmental Quality Act (CEQA) exemption for passenger rail projects by removing certain zero-emission and Tier 4 rolling stock requirements and modifying right-of-way eligibility criteria.	**INTRODUCED:** 02/11/2026 **LOCATION:** Assembly Committee on Natural Resources **STATUS:** 04/23/2026 In ASSEMBLY. Failed Deadline pursuant to Rule 61(b)(5).	Support Support: Riverside County Transportation Commission (sponsor)

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**AB 1944** **(Lee – D)** Zero-emission transit buses: axle weight.	Would establish a phased extension of axle weight allowances for zero-emission transit buses procured between January 1, 2027, and December 31, 2031, to support fleet transition requirements.	**INTRODUCED:** *02/13/2026* **LOCATION:** *Senate Floor* **HEARING:** *08/03/2026* **STATUS:** *06/10/2026* *In SENATE. Ordered to third reading.*	Support Support: California Transit Association (sponsor), Monterey-Salinas Transit District, Sacramento Regional Transit Center, San Diego Metropolitan Transit System *Oppose: League of California Cities*
►**AB 2051** **(Wicks–D)** Public resources: Coastal Resilience Permitting Working Group.	Would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas.	**INTRODUCED:** 02/18/2026 **LOCATION:** *Senate Committee on Appropriations* **LAST AMEND:** *07/06/2026* **HEARING:** *08/03/2026* **STATUS:** *07/06/2026* *In SENATE. Amended. Re-referred to Committee on Appropriations.*	Support Support: Bay Area Council (sponsor), Bay Area Planning Coalition (co-sponsor), Port of San Francisco, California State Association of Counties (CSAC), San Francisco International Airport, Valley Water

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►AB 2059 (Wilson – D) California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.	Would establish a cap on the cost of mitigation measures required to address transportation impacts under CEQA related to vehicle miles traveled (VMT). As amended, the bill would cap required VMT mitigation costs for transportation projects in rural counties at five percent of estimated total project cost and deem costs above that threshold economically infeasible.	**INTRODUCED:** 02/18/2026 **LOCATION:** *Senate Committee on Appropriations* **LAST AMEND:** 04/22/2026 **HEARING:** *08/03/2026* **STATUS:** *07/02/2026* *In SENATE. Re-referred to Committee on Appropriations.*	Support If Amended Support: Transportation California Oppose: 350 Bay Area Action, Active San Gabriel Valley, Center for Biological Diversity, ClimatePlan, Coalition for Clean Air, Leadership Counsel for Justice & Accountability, MoveLA, Planning and Conservation League, San Diego 350.Org, Sierra Club, Streets for All, Transform
►AB 2513 (Petrie-Norris – D) Wildfire: Regional Forest and Fire Capacity Program: regional landscape grants.	Would authorize the Department of Conservation to directly award regional landscape grants to support implementation of regional wildfire resilience strategies.	**INTRODUCED:** 02/20/2026 **LOCATION:** *Senate Committee on Rules* **LAST AMEND:** 04/16/2026 **HEARING:** *08/10/2026* **STATUS:** *07/29/2026* *In SENATE. Hearing postponed by committee.*	Support (partial list) Support: County of Orange Area Safety Task Force, County of Orange, *League of California Cities, California State Association of Counties, Irvine Ranch Conservancy*

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**AB 2560 (Schultz – D)** Climate Action Plan for Transportation Infrastructure: goals.	Would codify the Climate Action Plan for Transportation Infrastructure goals and apply them to major state transportation funding programs, including the Interregional Transportation Improvement Program, Transit and Intercity Rail Capital Program, Local Partnership Program, Trade Corridor Enhancement Program, Active Transportation Program, and Solutions for Congested Corridors Program.	**INTRODUCED:** 02/20/2026 **LOCATION:** *Senate Committee on Appropriations* **HEARING:** *08/03/2026* **STATUS:** *06/24/2026* *In SENATE. Re-referred to Senate Committee on Appropriations.*	Oppose (partial list) Oppose: Self-Help Counties Coalition, American Council of Engineering Companies, California Association of Councils of Governments, Riverside County Transportation Commission, Self Help Counties Coalition, Transportation California, California Alliance for Jobs Support: Streets for All, Greenlining Institute, Move LA, Coalition for Clean Air

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**SB 741 (Blakespear – D)** Low Carbon Transit Operations Program	Would reform and streamline the Low Carbon Transit Operations Program by revising eligible uses of program funds, including the maintenance and expansion of transit services, transit fare subsidies, and network and fare integration technology improvements, while reducing administrative requirements on transit agencies.	**INTRODUCED:** 02/21/25 **LOCATION:** *Assembly Committee on Appropriations* **LAST AMEND:** *07/01/2026* **HEARING:** *08/05/2026* **STATUS:** *07/01/2026* *In ASSEMBLY. Read second time and amended. Re-referred to Committee on Appropriations.*	Support Support: California Transit Association (sponsor*), Contra Costa Transportation Authority, Metropolitan Transit System (San Diego), Santa Barbara Metropolitan Transit District, Santa Cruz Metropolitan Transit District, Streets for All, Sunline Transit Agency*
SB 752 (Richardson – D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	Would extend tax exemption on retailers for specified zero-emission technology transit buses until January 1, 2028.	**INTRODUCED:** 02/21/25 **LOCATION:** Senate Appropriations Committee **STATUS:** 02/02/2026 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.	Support (partial list) Support: CTA (sponsor), Alameda-Contra Costa Transit District, Foothill Transit, San Francisco Municipal Transportation Agency, Riverside Transit Agency, San Diego Metropolitan Transit System

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**SB 935** **(Choi – R)** Local agency design-build projects: authorization.	Would indefinitely extend design-build authority for local agencies by repealing the January 1, 2031, sunset on existing authority.	**INTRODUCED:** 01/29/2026 **LOCATION:** *Senate - Chaptered* **STATUS:** *07/16/2026* *Approved by the Governor. Chaptered by Secretary of State. Chapter 102, Statutes of 2026*.	Support Support: American Council of Engineering Companies California, Cal Cities, CSAC, Design Build Institute of America Western Pacific Chapter, League of California Cities, Rural County Representatives of California, Orange County Fire Authority, Association of California Cities Orange County

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**SB 1087 (Cabaldon – D)** Transportation planning: sustainable communities strategies: transportation funding programs.	Would make changes to existing Regional Transportation Plan/Sustainable Communities Strategy guidelines and requirements, including how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated, and would extend GHG reduction targets to 2045 and make changes to certain transportation funding programs to support implementation of the strategies.	**INTRODUCED:** 02/13/2026 **LOCATION:** *Assembly Committee on Appropriations* **LAST AMEND:** *06/25/2026* **HEARING:** *08/05/2026* **STATUS:** *06/30/2026* *In ASSEMBLY. Re-referred to Committee on Appropriations.*	Support If Amended Support (partial list): Association of Bay Area Governments (co-sponsor), Sacramento Area Council of Governments (co-sponsor), San Diego Association of Governments (co-sponsor), Southern California Association of Governments (co-sponsor), Riverside County Transportation Commission, California Association of Councils of Governments Oppose: Equitable Land Use Alliance, Families and Homes San Jose, California Building Industry Association, Coalition for Clean Air

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
►**SB 1167 (Blakespear – D)** Vehicles: electric bicycles.	Would prohibit certain motorized vehicles from being marked or sold as electric bicycles and establish enhanced labeling, disclosure, and safety requirements.	**INTRODUCED:** 02/18/2026 **LOCATION:** *Assembly Desk* **LAST AMEND:** *07/01/2026* **HEARING:** *08/05/2026* **STATUS:** *07/01/2026* *In ASSEMBLY. Read second time and amended. Re-referred to Committee on Appropriations.*	Support (partial list) Support: CalBike (co-sponsor), People for Bikes (co-sponsor), Streets Are For Everyone (SAFE) (co-sponsor), Streets for All (co-sponsor), California District Attorneys Association, California Emergency Nurses Association, California Medical Association, City of Oceanside, City of Vista, Oceanside Unified School District, San Diego County Bicycle Coalition, San Diego District Attorney's Office, County of Orange

BILLS BEING MONITORED

AB 266 (Davies, R) Freeway Service Patrol Act: sponsorship agreement.

Introduced: 01/17/2025

Last Amended: 06/02/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 6/30/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Senate 2 YEAR

Summary: The Freeway Service Patrol Act authorizes and provides funding for freeway service patrols, operated pursuant to an agreement between the Department of the California Highway Patrol, the Department of Transportation, and a regional or local governmental entity, to provide emergency roadside assistance on traffic-congested urban freeways throughout the state. The act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would require the Department of Transportation, the Department of the California Highway Patrol, and participating and eligible regional and local entities to, each time the guidelines for program operations are updated after January 1, 2026, consider developing or revising and including in the guidelines operational requirements for sponsorship agreements between a participating regional or local entity and any private third party that allow for the display of the sponsor's name and logo on participating tow trucks, as provided.

AB 334 (Petrie-Norris, D) Operators of toll facilities: interoperability programs: vehicle information.

Introduced: 01/28/2025

Last Amended: 07/17/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/11/2025 - Senate 2 YEAR

Summary: Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle's use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as "required" by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified.

AB 340 (Ahrens, D) Employer-employee relations: confidential communications.

Introduced: 01/28/2025

Last Amended: 03/05/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Location: 08/29/2025 - Senate 2 YEAR

Summary: Current law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of current law further prohibit denying to employee organizations the rights guaranteed to them by current law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization’s representation.

AB 443 (Bennett, D) Energy Commission: integrated energy policy report: curtailed solar and wind generation: hydrogen production.

Introduced: 02/06/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/14/2025)(May be acted upon Jan 2026)

Location: 08/29/2025 - Senate 2 YEAR

Summary: Current law requires the State Energy Resources Conservation and Development Commission, beginning November 1, 2003, and biennially thereafter, to adopt an integrated energy policy report that contains an overview of major energy trends and issues facing the state, presents policy recommendations based on an in-depth and integrated analysis of the most current and pressing energy issues facing the state, and includes an assessment and forecast of system reliability and the need for resource additions, efficiency, and conservation, as specified. Current law also requires the commission, beginning November 1, 2004, and biennially thereafter, to prepare an energy policy review to update analyses from the integrated energy policy report or to raise energy issues that have emerged since the release of the integrated energy policy report, as specified. This bill would require the commission, as part of the 2027 edition of the integrated energy policy report, to include an assessment of the potential for using curtailed solar and wind generation to produce hydrogen, as provided.

AB 596 (Ortega), which pertained to elections and ballot disclosures for statewide initiatives, failed to advance; therefore, this bill was removed from the matrix.

AB 599 (Connolly, D) Short-Line Railroad Improvement Program.

Introduced: 02/13/2025

Last Amended: 06/11/2026

Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 12. Noes 0.) (June 30). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/30/2026 - Senate Appropriations

Summary: Existing law requires the California Transportation Commission to establish a competitive funding program, commonly known as the Short-Line Railroad Improvement Program, to provide funds to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. Existing law appropriates up to $7,200,000 from the Trade Corridors Improvement Fund to the program and makes those moneys available for encumbrance or expenditure until June 30, 2028. This bill would extend the availability of those moneys for expenditure by one year. By extending the expenditure date of those moneys, the bill would make an appropriation.

<u>AB 735</u> (<u>Carrillo, D</u>) Planning and zoning: logistics use developments: truck routes.

Introduced: 02/18/2025

Last Amended: 09/09/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/13/2025 - Senate 2 YEAR

Summary: Current law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Current law defines various terms, including “21st century warehouse,” and “tier 1 21st century warehouse,” for purposes of those provisions as logistics uses that, among other things, comply with specified building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Current law, subject to specified exceptions, defines “logistics use” for these purposes to mean a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the building permit for a development of a 21st century warehouse is issued and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. The bill would revise the definition of “logistics use” and instead define “logistics use development” for these purposes to mean a building that is primarily used as a warehouse for the movement or the storage of cargo, goods, or products that are moved to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products.

<u>AB 891</u> (<u>Zbur, D</u>) Transportation: Quick-Build Pilot Program.

Introduced: 02/19/2025

Last Amended: 06/25/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)

Location: 08/25/2025 - Senate 2 YEAR

Summary: Would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the Department of Transportation, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build improvements. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build improvements statewide.

<u>AB 902</u> (<u>Schultz, D</u>) Transportation projects: barriers to wildlife movement.

Introduced: 02/19/2025

Last Amended: 07/10/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Senate 2 YEAR

Summary: Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Current law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program.

AB 911(Carrillo), which pertained to exempting specific emergency telecommunications medium- and heavy-duty vehicles from certain Advanced Clean Fleets zero-emission mandates, has stalled; therefore, this bill was removed from the matrix.

AB 954 (Bennett, D) Interregional transportation strategic plan: bicycle highways.

Introduced: 02/20/2025

Last Amended: 06/30/2025

Status: 09/11/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 8/29/2025)(May be acted upon Jan 2026)

Location: 09/11/2025 - Senate 2 YEAR

Summary: Current law requires transportation projects included in the interregional transportation improvement program (ITIP) to be consistent with the interregional transportation strategic plan (ITSP). Current law requires the Department of Transportation to submit the ITSP to the California Transportation Commission for approval and requires the ITSP, among other things, to be directed at achieving a high functioning and balanced interregional transportation system and consistent with the California Transportation Plan. This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the ITSP.

AB 1018 (Bauer-Kahan, D) Automated decision systems.

Introduced: 02/20/2025

Last Amended: 09/05/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/13/2025 - Senate 2 YEAR

Summary: The California Fair Employment and Housing Act establishes the Civil Rights Department within the Business, Consumer Services, and Housing Agency and requires the department to, among other things, bring civil actions to enforce the act. Current law requires, on or before September 1, 2024, the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. This bill would generally regulate the development and deployment of an automated decision system (ADS) used to make consequential decisions, as defined. The bill would define "automated decision system" to mean a computational process derived from machine learning, statistical modeling, data analytics, or artificial intelligence that issues simplified output, including a score, classification, or recommendation, that is designed or used to assist or replace human discretionary decision making and materially impacts natural persons. This bill would require a developer of a covered ADS, as defined, to take certain actions, including conduct impact assessments of the covered ADS and provide deployers to whom the developer transfers the covered ADS with certain information, including a high-level summary of the results of those impact assessments.

AB 1145 (Gonzalez, Jeff, R) Vehicles: local regulation: Department of Transportation.

Introduced: 02/20/2025 (Spot bill)

Last Amended: 06/17/2026

Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 12. Noes 0.) (June 30). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/30/2026 - Senate Appropriations

Summary: Existing law authorizes local authorities, for those highways under their jurisdiction, to adopt rules and regulations by ordinance or resolution, on various matters, including regulating traffic by means of specified official traffic control devices and prohibiting the use of particular highways by certain vehicles. Existing law authorizes specified proposed ordinances or resolutions to be effective as to any state highway or part thereof if the proposed ordinance or resolution is submitted to the Department of Transportation approval prior to the enactment, as specified. This bill would require the Department of Transportation, when reviewing and approving or rejecting an ordinance or resolution that has been submitted to the department for approval by a local authority, to consider the costs of the proposed ordinance or resolution compared to any possible alternative solution to the issue that the proposed ordinance or resolution is addressing and to provide written reasons and justifications for a rejection.

AB 1237 (McKinnor), which pertained to swimming pool safety, building codes, and specific condo/hotel room balcony or patio rules, has been re-referred to the Committee on Appropriations; therefore, this bill was removed from the matrix.

AB 1244 (Wicks), which pertained to CEQA transportation impact mitigation for the Transit-Oriented Development Implementation Program, has not yet advanced to floor consideration; therefore, this bill was removed from the matrix.

AB 1331 (Elhawary, D) Workplace surveillance.

Introduced: 02/21/2025

Last Amended: 09/04/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Location: 09/13/2025 - Senate 2 YEAR

Summary: Current law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Current law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering certain employee-only areas and public bathrooms and during off-duty hours, as specified. The bill would prohibit a worker from removing or physically tampering with any component of a workplace surveillance tool that is part of or embedded in employer equipment or vehicles.

AB 1337 (Ward), which pertained to removing the current exemption from the Information Practices Act of 1977 for many local public agencies (e.g., cities, counties, school districts), has stalled; therefore, this bill has been removed from the matrix.

AB 1383 (McKinnor, D) Public employees' retirement benefits.

Introduced: 02/21/2025

Last Amended: 07/01/2026

Status: 07/01/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/24/2026 - Senate Appropriations

Summary: The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) to provide a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. Existing law creates the Public Employees' Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. The California Public Employees' Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. Existing law, the Teachers' Retirement Law, establishes the State Teachers' Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers' Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. This bill, for service performed on and after January 1, 2027, would prohibit the pensionable compensation for calendar year 2027 used to calculate the defined benefit paid to a new member of a retirement system subject to PEPRA who retires from the system from exceeding specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits.

AB 1421 (Wilson, D) Vehicles: Road Usage Charge Technical Advisory Committee.

Introduced: 02/21/2025

Last Amended: 01/05/2026

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 21.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 01/29/2026 - Senate Rules

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027.

AB 1564 (Ahrens, D) Employer-employee relations: confidential communications.

Introduced: 01/12/2026

Last Amended: 05/18/2026

Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 1.) (June 30). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 07/01/2026 - Senate Appropriations

Summary: Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation.

AB 1569 (Davies, R) Pupil safety: electric bicycle: safety and training program.

Introduced: 01/12/2026

Last Amended: 04/13/2026

Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments, as specified.

AB 1578 (Jackson, D) State and local officials: sexual harassment training and education: anti-hate speech training.

Introduced: 01/12/2026

Last Amended: 05/22/2026

Status: 06/23/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer's knowledge. Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require, beginning on January 1, 2028, for an employer that is a state agency or local agency that the above-described training and education include, as a component of the training and education for elected officials, anti-hate speech training, as described.

AB 1599 (Ahrens, D) Public transit: California Transit Stop Registry: transit datasets.

Introduced: 01/16/2026

Last Amended: 06/04/2026

Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: Would require the Department of Transportation to create, on or before June 1, 2027, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified.

AB 1608 (Wilson, D) Office of the Inspector General, High-Speed Rail.

Introduced: 01/20/2026

Last Amended: 03/10/2026

Status: 07/02/2026 - In committee: Hearing postponed by committee.

Location: 07/01/2026 - Senate Appropriations

Summary: Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law creates the High-Speed Rail Authority Office of the Inspector General and authorizes the High-Speed Rail Authority Inspector General to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law authorizes the Inspector General to select, appoint, and employ officers and employees necessary to carry out the functions of the office, as specified. This bill would rename the office as the Office of the Inspector General, High-Speed Rail and revise the title of the Inspector General as the Inspector General of the High-Speed Rail. This bill would authorize the Inspector General to adopt and make use of the classifications, associated salary ranges, and other forms of compensation established or otherwise used by other state agencies identified by the Inspector General as performing comparable oversight work, as specified.

AB 1729 (Lee, D) State employment: telework programs.

Introduced: 02/05/2026

Last Amended: 05/18/2026

Status: 06/23/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: Existing law requires every state agency to develop and implement a telecommuting plan as part of its telecommuting program in work areas where telecommuting is identified as being both practical and beneficial to the organization. Existing law requires the Department of General Services to establish a unit for purposes of overseeing telecommuting programs that is required to, among other things, develop and update policy, procedures, and guidelines to assist agencies in the planning and implementation of telecommuting programs. Existing law requires the department to establish criteria for evaluating the state’s telecommuting program. Existing law defines “telecommuting” for purposes of those provisions. This bill would revise and recast those provisions. The bill would replace the term “telecommuting” with “telework,” as defined. The bill would also require the Department of General Services to establish a telework dashboard that displays the cost-effectiveness and efficiency benefits of state telework programs.

AB 1736 (Pellerin), which pertained to prohibiting lobbyist employers from creating false impressions of public support or opposition or sending communications to state officials using fake identities or unauthorized names, was chaptered and enacted into law; therefore, this bill has been removed from the matrix.

AB 1786 (Harabedian, D) Public contracts: best value construction contracting for counties, cities, and the San Gabriel Valley Council of Governments.

Introduced: 02/10/2026

Last Amended: 06/18/2026

Status: 06/30/2026 - Read second time. Ordered to third reading.

Location: 06/30/2026 - Senate THIRD READING

Summary: Existing law establishes a program to allow counties to select a bidder on the basis of best value, as defined, for construction projects in excess of $1,000,000. Existing law also authorizes counties to use a best value construction contracting method to award individual annual contracts, not to exceed $3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2029. Existing law repeals the program provisions on January 1, 2030. This bill would, instead, authorize a county, city, or the San Gabriel Valley Council of Governments to select a bidder on the basis of best value, as described above, for construction projects in excess of $500,000, would make various conforming changes to the above-described provisions, and would extend the operation of those provisions until January 1, 2032.

AB 1802 (Stefani, D) Land use: mitigation lands: endowments.

Introduced: 02/10/2026

Last Amended: 07/02/2026

Status: 07/02/2026 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (July 1). Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 07/01/2026 - Senate Appropriations

Summary: The Planning and Zoning Law authorizes a state or local public agency to authorize a governmental entity, a special district, a nonprofit organization, a for-profit entity, a person, or another entity to hold title to and manage an interest in property held for mitigation purposes, subject to certain requirements. Existing law authorizes a governmental entity, special district, or nonprofit organization that holds the property as described above to hold an endowment conveyed for the property, except as specified. Existing law subjects the holder of an endowment to certain requirements, including that the holder certify to the project proponent or the holder of the mitigation property or a conservation easement and the local or state agency that required the endowment that it meets specified requirements. Existing law repeals these provisions on January 1, 2027. This bill would delete the above repeal date, thereby extending those provisions indefinitely.

AB 1803 (Lowenthal, D) Employment: sexual harassment training and education: anti-hate speech training.

Introduced: 02/10/2026

Last Amended: 06/17/2026

Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (June 30). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 07/01/2026 - Senate Appropriations

Summary: Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require that, beginning January 1, 2028, the above-described training and education include, as a component of the training and education, anti-hate speech training.

AB 1837 (**González, Mark, D**) **Video imaging of parking violations.**

Introduced: 02/11/2026

Last Amended: 06/15/2026

Status: 06/30/2026 - Read second time. Ordered to third reading.

Location: 06/30/2026 - Senate THIRD READING

Summary: Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. The bill would require a public transit operator that uses video imaging to enforce parking violations to report to the Legislature, as specified. The bill would exempt the City and County of San Francisco from this requirement.

AB 1838 (**Berman, D**) **Public contracts: local agencies: responsive bidders.**

Introduced: 02/11/2026

Last Amended: 06/11/2026

Status: 06/29/2026 - In committee: Referred to APPR. suspense file.

Location: 06/29/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law governs the procurement process for contracts of specified public entities. Existing law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid. The bill would require a local agency to establish a process for a contractor to appeal their bid disqualification, as specified.

AB 1883 (Bryan, D) Workplace surveillance tools.

Introduced: 02/12/2026

Last Amended: 07/02/2026

Status: 07/02/2026 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 07/01/2026 - Senate Appropriations

Summary: Would, with certain exceptions, prohibit an employer from using a workplace surveillance tool that uses artificial intelligence to, among other things, collect neural data or recognize an individual's emotional state. The bill would define an employer to include a governmental entity, including, among other entities, charter cities and the University of California. This bill would require the Labor Commissioner to enforce the bill's provisions, would authorize an employee to bring a civil action for specified remedies for a violation of the bill's provisions, and would authorize a public prosecutor to enforce the provisions. The bill would subject an employer who violates the bill's provisions to a civil penalty of up to $500 for each violation. The bill would define various terms for purposes of its provisions. This bill would exempt from its provisions the use of a tool to the extent that its use is to ensure safety or is reasonably necessary to comply with, a federal statute, federal regulation, or binding federal contract relating to the development of aircraft for use in the national airspace or the development of products or services for national security, military, space, or defense purposes. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

AB 1919 (Pellerin, D) Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.

Introduced: 02/12/2026

Status: 06/30/2026 - Read second time. Ordered to third reading.

Location: 06/30/2026 - Senate THIRD READING

Summary: Current law provides for the establishment of the Santa Cruz Metropolitan Transit District, with specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Current law, among other things, authorizes the board of directors of the district to impose transactions and use taxes in accordance with the Transactions and Use Tax Law by an ordinance approved by the electors voting on the measure at a special election called by the board of directors for that purpose. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the special election for a tax measure proposed by the board of directors or a qualified voter initiative to be consolidated with a statewide general election by the board of supervisors of the County of Santa Cruz and would require the tax measure to be submitted to the voters in accordance with specified elections provisions.

AB 1944 (Lee, D) Zero-emission transit buses: axle weight.

Introduced: 02/13/2026

Status: 06/10/2026 - Read second time. Ordered to third reading.

Location: 06/10/2026 - Senate THIRD READING

Summary: Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.

AB 1947 (Ta, R) Surplus land.

Introduced: 02/13/2026

Last Amended: 06/08/2026

Status: 06/23/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: Existing law requires each state agency, each year, to make a review of all proprietary state lands, except, among other categories of land, land held for highway purposes, over which it has jurisdiction to determine what land is in excess of its foreseeable needs and report thereon to the Department of General Services, including, among other things, land that is not currently being utilized, or is currently being underutilized, by the state agency for any ongoing state program. This bill would remove the exception for land held for highway purposes and specifically require the Department of Transportation to submit the report described above. The bill would require the report to include the market value of the properties reviewed by the agency.

AB 1961 (Ahrens, D) Civil actions: protective orders: workplace violence.

Introduced: 02/13/2026

Last Amended: 06/18/2026

Status: 06/29/2026 - In committee: Referred to APPR. suspense file.

Location: 06/29/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing law authorizes an employer or collective bargaining representative of an employee who has suffered harassment, unlawful violence, or a credible threat of violence from any individual, to seek a workplace violence restraining order on behalf of the employee and, at the discretion of the court, any number of other employees at the workplace or at other workplaces of the employer. Existing law authorizes one or more representative parties to bring suit for the benefit of a class of parties if the question is one of a common or general interest, of many persons, or when the parties are numerous, and it is impracticable to bring them all before the court. This bill would authorize an employer to seek a workplace violence restraining order on behalf of all employees at the employer’s workplace or a location at which a group of employees perform their primary job duties if harassment, unlawful violence or a credible threat of violence is directed at that workplace or location.

AB 1976 (Wicks, D) Streets and highways: pedestrian and bicycle facilities.

Introduced: 02/13/2026

Last Amended: 06/17/2026

Status: 07/02/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (July 1). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 07/02/2026 - Senate Appropriations

Summary: Existing law grants the legislative body of a city certain powers with respect to city streets and highways, including the power to construct and maintain those streets and highways. Existing law grants the board of supervisors of a county general supervision, management, and control of county highways and authorizes the board of supervisors to lay out, construct, improve, and maintain county highways. This bill would prohibit a city or county from holding a community input meeting to reconsider, delay, or prevent implementation of a proposed pedestrian or bicycle safety project after that project has passed 90% design, as specified. After or upon the award of a contract for, or when county or city staff, as applicable, are directed to begin, the construction of a pedestrian or bicycle safety project, the bill would prohibit the city or county from terminating the project unless the city or county makes at least one specified finding at a public meeting.

AB 2002 (Solache, D) Local government assistance: Regional Early Action Planning Fund.

Introduced: 02/17/2026

Last Amended: 06/18/2026

Status: 06/29/2026 - In committee: Referred to APPR. suspense file.

Location: 06/29/2026 - Senate APPR. SUSPENSE FILE

Summary: The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law establishes the Local Government Planning Support Grants Program, administered by the department, for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, as provided. This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding, including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided.

AB 2015 (Wicks, D) Department of Transportation: third-party navigation applications: study and report.

Introduced: 02/17/2026

Last Amended: 04/14/2026

Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: Would require the Department of Transportation, in consultation with the Transportation Agency and local authorities, to conduct a comprehensive study on the impact of third-party navigation applications on the state highway system and local street and road networks. The bill would require the study to analyze how third-party navigation applications affect congestion displacement, local infrastructure, safety metrics, and emergency response, as provided. The bill would require the department, on or before January 1, 2028, to submit the study, and a report of related policy recommendations for regulatory or legislative action to improve the alignment between third-party navigation applications and state and local traffic management goals, to the relevant fiscal and policy committees of the Legislature. The bill would repeal these provisions on January 1, 2032.

AB 2024 (Nguyen, D) Outdoor advertising displays: permits: landscaped freeways: relocation agreements.

Introduced: 02/17/2026

Last Amended: 06/15/2026

Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: The Outdoor Advertising Act prohibits a person, as defined, from placing an advertising display within the areas affected by the act without a permit. The act prohibits the Department of Transportation from denying or delaying the acceptance of a permit application for a new advertising display along a portion of a new alignment of an interstate or primary highway on the basis that the highway project has not been accepted as complete if the section of highway is open to the use of the public for vehicular travel within 1,000 feet of the location specified in the permit application. This bill would also prohibit the department from denying or delaying the review, processing, or determination of a permit application described above.

AB 2033 (Papan), which pertained to job order contracting for cities, failed to meet committee deadlines; therefore, this bill was removed from the matrix.

AB 2051 (Wicks, D) Public resources: Coastal Resilience Permitting Working Group.

Introduced: 02/18/2026

Last Amended: 07/06/2026

Status: 07/06/2026 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 1). Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 07/01/2026 - Senate Appropriations

Summary: Would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature. The bill would require, on or before April 1, 2027, the Secretary of the Natural Resources Agency, in collaboration with the California Coastal Commission, the San Francisco Bay Conservation and Development Commission, the Department of Fish and Wildlife, and the California Regional Water Quality Boards with jurisdiction over the coast and the San Francisco Bay, to convene a Coastal Resilience Permit Advisory Group to support the deliberations of the Coastal Resilience Permitting Working Group.

AB 2059 (Wilson, D) California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.

Introduced: 02/18/2026

Last Amended: 04/22/2026

Status: 07/02/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (July 1). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 07/02/2026 - Senate Appropriations

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties.

AB 2066 (Rodriguez, Celeste, D) Triggering event: pregnancy.

Introduced: 02/18/2026

Status: 06/25/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 24). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/25/2026 - Senate Appropriations

Summary: Existing law provides for the regulation of disability insurers by the Department of Insurance. Existing law requires a health care service plan or disability insurer to allow an individual to enroll in or change their health benefit plan as a result of a specified triggering event. This bill would make pregnancy a triggering event for purposes of enrollment or changing a health benefit plan. Because a willful violation of this provision by a health care service plan would be a crime, the bill would impose a state-mandated local program.

AB 2069 (Krell, D) Sales and Use Tax Law: exemption: fairgrounds.

Introduced: 02/18/2026

Last Amended: 04/20/2026

Status: 05/14/2026 - Joint Rule 62(a), file notice suspended. In committee: Held under submission.

Location: 05/13/2026 - Assembly APPR. SUSPENSE FILE

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, the Fairground Act for Investment and Revitalization, on and after January 1, 2027, and before January 1, 2032, would exempt the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, tangible personal property for use in the construction, development, or ongoing operation of a qualified project, defined to mean a new development project, or new phase of an existing project, that is located on the land of a fairground, undertaken pursuant to a written agreement and approved by a governing body of a fairground, as provided.

AB 2074 (Haney, D) Regional transit hub districts: downtown housing developments.

Introduced: 02/18/2026 (Spot bill)

Last Amended: 07/02/2026

Status: 07/02/2026 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (July 1). Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 07/02/2026 - Senate Appropriations

Summary: The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would define “downtown housing development” as a housing development project within a regional hub district that meets certain conditions, including that it meets specified labor standards. The bill would prescribe requirements for the developments, including that the developments are eligible for streamlined ministerial approval, as specified. The bill would require the California Housing Finance Agency to conduct a housing construction loan and financing study that includes specified components and deliver that study to the Legislature and specified committees by December 1, 2027, as specified.

AB 2168 (Wicks, D) Active Transportation Program: guidelines.

Introduced: 02/18/2026

Last Amended: 06/22/2026

Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 4.) (June 30). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/30/2026 - Senate Appropriations

Summary: Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program, including guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would, on and after January 1, 2028, instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas.

AB 2263 (Kalra, D) Santa Clara Valley Transportation Authority: employee housing: transit-oriented joint development projects.

Introduced: 02/19/2026

Last Amended: 06/18/2026

Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (June 30). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/30/2026 - Senate Appropriations

Summary: Existing law establishes the Santa Clara Valley Transportation Authority (VTA) in order to meet the public transit problems of the County of Santa Clara. Existing law authorizes the VTA to purchase or otherwise acquire property for transit-oriented joint development projects, as provided. This bill would authorize the VTA to similarly purchase or acquire property for an employee housing project, as defined, for VTA employees and members of the public, as specified. The bill would authorize the VTA to construct affordable rental housing for employees and affordable for-sale housing that promotes housing opportunities for VTA employees, as specified.

AB 2272 (Caloza, D) State contracting: subcontractors: prompt payment.

Introduced: 02/19/2026

Last Amended: 04/16/2026

Status: 06/23/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: The California Prompt Payment Act requires a state agency that acquires property or services pursuant to a contract with a business to make payment to the person or business on the date required by the contract and as specified, or be subject to a late payment penalty. Existing law requires state agencies to encourage claimants to promptly pay their subcontractors and suppliers, especially those that are small businesses. This bill would authorize a subcontractor or supplier performing work under a state contract to request payment status information from the awarding state agency regarding invoices submitted by the prime contractor, and would require a prime contractor to provide confirmation to the awarding agency, upon the agency’s request, regarding payments made to subcontractors.

AB 2307 (Sanchez, R) Transportation: traffic signal synchronization pilot program: Western Riverside Council of Governments.

Introduced: 02/19/2026

Last Amended: 04/06/2026

Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: Would, until January 1, 2032, authorize the Western Riverside Council of Governments, in required coordination with the Department of Transportation, to establish and administer a traffic signal synchronization pilot program for its member local agencies to evaluate a regional model for coordinating traffic signal timing between state highways and local street and road systems, as specified. The bill would require the Western Riverside Council of Governments, in coordination with the department, to evaluate the effectiveness of the pilot program, including assessing its impacts on congestion, travel time reliability, operational efficiency, and vehicle emissions and to submit, on or before January 1, 2028, a specified report to the Legislature relating to the pilot program. This bill would make legislative findings and declarations as to the necessity of a special statute for the local agencies that constitute the Western Riverside Council of Governments.

AB 2346 (Wilson, D) Vehicles: electric bicycles and speed limits.

Introduced: 02/19/2026

Last Amended: 06/18/2026

Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 12. Noes 0.) (June 23). Re-referred to Com. on JUD. Withdrawn from committee. Referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/24/2026 - Senate Appropriations

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated or detachable front lamp and a rear lamp, as specified. The bill would also require sellers and distributors of electric bicycles to disclose specified information at or before the point of sale.

AB 2360 (Arambula, D) State agencies: governmental linguistics.

Introduced: 02/19/2026

Last Amended: 05/18/2026

Status: 06/23/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: Existing law requires each department, commission, office, or other administrative agency of state government to write each document, as defined, that it produces in plain, straightforward language, avoiding technical terms as much as possible, and using a coherent and easily readable style. This bill would instead require each state agency, as described above, to write each document it produces after January 1, 2027, either digitally or in print, in plain language, as specified, and would define “plain language” for purposes of that provision. The bill would authorize a state agency, as described above, to use standards created by the Office of Data and Innovation that identify how a state agency incorporates plain language principles and practices.

AB 2372 (Hoover, R) Vehicles: tolls.

Introduced: 02/19/2026

Last Amended: 06/04/2026

Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: Existing law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an authorized emergency vehicle, as specified. This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the Department of the California Highway Patrol, as specified.

AB 2409 (Valencia, D) Digital assets: meme coins.

Introduced: 02/20/2026

Last Amended: 07/02/2026

Status: 07/02/2026 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 07/01/2026 - Senate Appropriations

Summary: Existing law prohibits a state officer or employee from engaging in any employment, activity, or enterprise that is clearly inconsistent, incompatible, in conflict with, or inimical to their duties. Existing law also prohibits specified local agency officers or employees from engaging in any employment, activity, or enterprise for compensation that is inconsistent, incompatible, or in conflict with, or inimical to, their duties, as specified. This bill would prohibit a public officer or public employee, as those terms are defined, from issuing a meme coin. The bill would prohibit a digital asset service provider, as defined, from listing for sale on behalf of, or for purchase by, a California resident a meme coin issued on or after January 1, 2027, that is offered by, or in partnership with, a federal public official or a state or local public officer.

AB 2411 (McKinnor, D) California Olympic and Paralympic Public Safety Command: agreements with state and local agencies.

Introduced: 02/20/2026

Last Amended: 07/02/2026

Status: 07/02/2026 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 07/01/2026 - Senate Appropriations

Summary: Existing law requires the Office of Emergency Services to establish the California Olympic and Paralympic Public Safety Command to facilitate the planning, resourcing, management, and delivery of safety and security at the 2028 Olympic and Paralympic Games in Los Angeles. Existing law repeals provisions relating to the 2028 Olympic and Paralympic Games on January 1, 2029. Existing law requires the Commission on Peace Officer Standards and Training to adopt rules establishing minimum standards relating to physical, mental, and moral fitness that govern the recruitment of certain peace officers. Existing law requires the commission to establish a certification program for certain peace officers, as provided. This bill would require the Office of Emergency Services to negotiate and enter into agreements to facilitate training, mutual cooperation, and sharing of information and resources related to the temporary deployment, as defined, of law enforcement personnel with other state and local agencies within and outside of the State of California for the purposes of ensuring public safety for the 2028 Olympic and Paralympic Games. The bill would prohibit out-of-state law enforcement personnel, as defined, to be deployed pursuant to these provisions unless specified conditions are met, including issuance of a temporary authorization by the commission, for the duration of the deployment, as provided, and a written memorandum of understanding between the command and the employing California law enforcement agency governing conditions the command deems necessary to ensure compliance with these provisions.

AB 2412 (Ta and Dixon), which pertained to state agencies, public communications, and generative artificial intelligence disclaimers, failed to meet committee deadlines; therefore, this bill was removed from the matrix.

AB 2413 (**Ransom, D**) **Large-format public advertisements: public expense.**

Introduced: 02/20/2026

Last Amended: 06/24/2026

Status: 06/30/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 5. Noes 0.) (June 30). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/30/2026 - Senate Appropriations

Summary: The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines “mass mailing” to mean over 200 substantially similar pieces of mail, and defines “mass electronic mailing” to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define “large-format public advertisement” as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are 24 inches by 36 inches or more in size. This bill would prohibit a large-format public advertisement from being published or displayed at public expense if, among other things, the advertisement includes the photograph of an elected officer affiliated with the agency that produces or purchases the large-format public advertisement.

AB 2484 (**Alvarez, D**) **San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.**

Introduced: 02/20/2026

Last Amended: 05/18/2026

Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 4.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: The Mills-Deddeh Transit Development Act establishes the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System (MTS), governed by a 15-member board with specified powers and duties related to the operation of public transit services in the southern portion of the County of San Diego. The act authorizes MTS to impose a transactions and use tax of up to 0.5% for public transit purposes within its jurisdiction, or a portion of its jurisdiction, pursuant to the Transactions and Use Tax Law and subject to voter approval and various other requirements. This bill would also authorize those taxes to be imposed by a qualified voter initiative.

AB 2505 (Carrillo, D) Electrical corporations: hydrogen refueling stations.

Introduced: 02/20/2026

Last Amended: 06/30/2026

Status: 06/30/2026 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/24/2026 - Senate Appropriations

Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Existing law requires each electrical corporation to file an advice letter for, and requires the commission to approve, a new tariff or rule that authorizes each electrical corporation to design and deploy all electrical distribution infrastructure on the utility side of the customer's meter for all customers installing separately metered infrastructure to support electric vehicle charging stations, other than those in single-family residences. This bill would require each electrical corporation, on or before April 1, 2027, to file an advice letter for, and require the commission, on or before September 1, 2027, to approve, a new or modified tariff or rule that authorizes the electrical corporation to design, construct, own, operate, and maintain all electrical distribution and service facilities located on the utility side of a customer's meter that are necessary to provide separately metered electrical service to hydrogen refueling stations, including hydrogen refueling stations located on premises that already receive electrical service for other uses. The bill would require that the tariff or rule authorize an electrical corporation to extend utility-side electrical distribution and service facilities from the existing distribution system to a dedicated revenue meter serving a heavy-duty hydrogen refueling station that serves vehicles that are 14,001 pounds or greater and authorize the installation of a dedicated revenue meter for the hydrogen refueling station load, as provided. The bill would require a facility installed pursuant to the tariff or rule to be treated, for cost allocation and customer contribution purposes, as line and service extensions, as provided.

AB 2512 (Valencia, D) Surplus Land Act: exemption: Angel Stadium.

Introduced: 02/20/2026

Last Amended: 03/19/2026

Status: 07/02/2026 - From committee: Do pass. To Consent Calendar. (Ayes 7. Noes 0.) (July 1).

Location: 07/01/2026 - Senate CONSENT CALENDAR

Summary: Existing law requires land to be declared either surplus land or exempt surplus land, as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency's policies or procedures. Existing law establishes procedures for the disposal of surplus land, as provided. These procedures do not apply to the disposal of exempt surplus land. Existing law establishes various categories of exempt surplus land, as provided. This bill would require, if an exemption is granted to the City of Anaheim for the disposition of surplus land involving the sale or lease of Angel Stadium to the Los Angeles Angels, that any materials refer to that team as the Anaheim Angels. The bill would express the intent of the Legislature not to apply this requirement if the City of Anaheim is able to come to an agreement with the Major League Baseball team known as the Los Angeles Angels about their affiliation.

AB 2513 (Petrie-Norris, D) Wildfire: Regional Forest and Fire Capacity Program: local assistance grant program: regional landscape grants.

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: Existing law requires the Wildfire and Forest Resilience Task Force, including the Natural Resources Agency, the California Environmental Protection Agency, the Office of Planning and Research, and the Department of Forestry and Fire Protection, in coordination with certain public agencies, to develop a comprehensive implementation strategy to track and ensure the achievement of the goals and key actions identified in California's Wildfire and Forest Resilience Action Plan, as provided. Existing law requires the task force, on or before March 1, 2026, and every 5 years thereafter, to update that action plan, as provided. Existing law establishes, in the Department of Conservation, a Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire-adapted communities and landscapes, as provided. Existing law requires the department to, upon appropriation by the Legislature for purposes of the program, provide block grants to regional entities, as defined, to develop regional strategies that develop governance structures, identify wildfire risks, foster collaboration, and prioritize and implement projects within the region to achieve the goals of the program, as specified. Existing law authorizes the regional entities, as defined, to implement activities pursuant to this program, directly or by providing subgrants or contracts, and collaborative planning efforts with local entities to accomplish development of regional priority strategies, among other objectives. Existing law authorizes the department, department to, until July 1, 2025, to authorize advance payments of grants awarded pursuant to the program. This bill would authorize the Director of the Department of Conservation to directly award regional landscape grants to regional entities to implement the above-described regional priority strategies.

AB 2543 (Ransom, D) Emergency preparedness: fuel and transportation resources: assessment.

Introduced: 02/20/2026 (Spot bill)

Last Amended: 07/02/2026

Status: 07/02/2026 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/30/2026 - Senate Appropriations

Summary: Existing law requires the Office of Emergency Services to include in the State Hazard Mitigation Plan an evaluation of risks from specified causes of a long-term electrical outage and, based on that analysis, requires the plan to identify cost-effective and feasible measures to lessen risks from those hazards, including, hardening the critical infrastructure of electrical utilities. This bill would require, on or before July 1, 2028, the Office of Emergency Services, in consultation with the State Energy Resources Conservation and Development Commission and the Office of Energy Infrastructure Safety, to submit an assessment to the relevant policy committees of the Senate and Assembly that (1) identifies and evaluates emergency types during which Californians' access to fuel and transportation resources may be limited in a manner that would impact public health and safety, (2) identifies fuel and transportation resources that are important to maintain during each emergency type based on specified factors, and (3) provides recommendations for actions the state should take in the event of an emergency to ensure that fuel and transportation resources necessary for public health and safety are available during the emergency, as provided.

AB 2552 (Ávila Farías, D) California Environmental Quality Act: Transit-Oriented Development Implementation Fund: contributions.

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 04/29/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 29). Re-referred to Com. on APPR.

Location: 04/29/2026 - Assembly Appropriations

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, existing law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Existing law makes those moneys available to the Department of Housing and Community Development, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, existing law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. This bill would authorize a lead agency for a land use project to require an applicant to contribute to the Transit-Oriented Development Implementation Fund if certain cost conditions are met and the department and the office have validated the reductions in vehicle miles traveled that are attributable to the project, as specified.

AB 2560 (Schultz, D) Climate Action Plan for Transportation Infrastructure: goals.

Introduced: 02/20/2026

Last Amended: 04/15/2026

Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 4.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law.

AB 2576 (Harabedian, D) Transit-oriented development: exclusions: historic sites.

Introduced: 02/20/2026

Last Amended: 06/15/2026

Status: 07/02/2026 - From committee: Do pass. (Ayes 7. Noes 0.) (July 1).

Location: 05/13/2026 - Senate SECOND READING

Summary: Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including, among other sites prior to one year following the adoption of the 7th revision of the housing element, a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025.

AB 2595 (Papan, D) San Mateo Electric Bicycle Safety Pilot Program.

Introduced: 02/20/2026

Last Amended: 06/15/2026

Status: 06/25/2026 - Read second time. Ordered to third reading.

Location: 06/25/2026 - Senate THIRD READING

Summary: Existing law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a “class 1 electric bicycle” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of $25, except as specified. This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed.

AB 2656 (Petrie-Norris, D) Public employees: notice: artificial intelligence performing service within scope of work.

Introduced: 02/20/2026

Last Amended: 07/01/2026

Status: 07/01/2026 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/29/2026 - Senate Appropriations

Summary: Executive Order No. N-12-23 requires specified state agencies, in collaboration with other state agencies and their workforce, to draft a report to the Governor examining the most significant, potentially beneficial use cases for deployment of generative artificial intelligence (GenAI) tools by the state. The executive order requires the report to explain the potential risks to individuals, communities, and government and state government workers, and requires the report to be regularly assessed and updated in consultation with, among others, the state government workforce or organizations that represent state government employees, as specified. Chapter 928 of the Statutes of 2024, the Generative Artificial Intelligence Accountability Act, requires specified state agencies to update the report, as needed, to respond to significant developments and to consult with specified parties, including organizations that represent state exclusive employee representatives. This bill would require certain state and local public employers to provide written notice to a recognized employee organization at least 45 days before taking an action to develop, purchase, or require the use of GenAI to perform a service that is within the scope of work of the job classification represented by the recognized employee organization.

AB 2717 (Caloza, D) Outdoor advertising displays: arenas: exemptions.

Introduced: 02/20/2026

Last Amended: 06/11/2026

Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 1.) (June 23). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 06/23/2026 - Senate Appropriations

Summary: The Outdoor Advertising Act provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. The act exempts from most of its provisions an advertising display used exclusively to advertise products, goods, or services that are either sold on the premises of an arena or marketed or promoted on the premises of an arena if, among other conditions, the arena has been authorized, as of January 1, 2021, by, or in accordance with, a local ordinance, including, but not limited to, a specific plan or sign district adopted in connection with the approval of the arena, as provided. The act requires an advertising display that is located on the premises of an arena and that was erected pursuant to the exemption also to be authorized by, or in accordance with, an ordinance, including, but not limited to, a specific plan or sign district, as provided. This bill would similarly exempt from most provisions of the act an advertising display used exclusively to advertise products, goods, or services that are either sold on the premises of an arena or marketed or promoted on the premises of the arena if, among other conditions, the arena has been authorized, as of January 1, 2032, by, or in accordance with a local ordinance or other discretionary approval, including, but not limited to, a specific plan or sign district that benefits the arena, as specified. The bill would require, before one of these advertising displays may be placed, a determination from the department or the Federal Highway Administration that the display will not cause a reduction in federal aid funds or otherwise be inconsistent with federal law, federal regulations, or an agreement between the state and a federal agency or department, as specified. This bill would limit both of these exemptions to an arena that is fully constructed or under construction on or before January 1, 2027.

AB 2788 (Committee on Transportation) Transportation: omnibus bill.

Introduced: 03/16/2026

Last Amended: 06/17/2026

Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 30). Re-referred to Com. on APPR.

Calendar: 08/03/26 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CERVANTES, SABRINA, Chair

Location: 07/01/2026 - Senate Appropriations

Summary: Existing law authorizes a city or county in which a planned transportation facility was to be located on State Highway Route 238 in the City of Hayward and the County of Alameda to develop and file with the California Transportation Commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the county, and provides for the use of revenues from the sale of excess properties acquired for the planned state facility in order to fund the local alternative transportation improvement program. Existing law prohibits the commission from approving a local alternative transportation improvement program submitted under these provisions after July 1, 2010. Existing law requires revenues from excess property sales for State Highway Route 238 to be deposited into a separate account in the Special Deposit Fund, a continuously appropriated fund, to be available for expenditure by local agencies for projects designated in the local alternative transportation improvement program. This bill would authorize the Alameda County Transportation Commission to file an amendment to the local alternative transportation improvement program for approval by the commission, and would authorize that amendment to propose to revise the projects listed in the program.

ACA 7 (Jackson, D) Government preferences.

Introduced: 02/13/2025

Last Amended: 06/10/2026

Status: 06/15/2026 - VOTE: Placed on suspense file (PASS)

Location: 06/15/2026 - Senate APPR. SUSPENSE FILE

Summary: The California Constitution, pursuant to provisions enacted by the Proposition 209, an initiative measure adopted by the voters at the November 5, 1996, statewide general election, prohibits the state from discriminating against, or granting preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, or national origin in the operation of public employment, public education, or public contracting, as specified. This measure would, instead, limit the above prohibition to the operation of public employment, higher education admissions and enrollment, and public contracting. The measure would require that it appear on the ballot at the November 7, 2028, statewide general election.

ACA 12 (Wallis, R) Road usage charges: vote and voter approval requirements.

Introduced: 03/26/2025

Status: 03/27/2025 - From printer. May be heard in committee April 26.

Location: 03/26/2025 - Assembly PRINT

Summary: The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a “tax” as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement.

ACA 13 (DeMaio, R) Public finance: Balanced Budget Accountability Act of 2025.

Introduced: 04/22/2025

Status: 04/23/2025 - From printer. May be heard in committee May 23.

Location: 04/22/2025 - Assembly PRINT

Summary: The California Constitution generally requires appropriations from the General Fund to be enacted in a bill passed by a 2/3 vote in each house of the Legislature. Notwithstanding that requirement, the California Constitution authorizes the budget bill, other bills providing for appropriations related to the budget bill, and bills that make General Fund appropriations for the public schools, to be passed by a majority vote. This measure would repeal the exceptions to the requirement that a bill making General Fund appropriations must be passed by a 2/3 vote, thereby requiring any bill that makes General Fund appropriations to be passed by a 2/3 vote.

ACA 16 (Ellis, R) Budget bill: balanced budget: Members of the Legislature: salaries.

Introduced: 01/07/2026

Status: 01/08/2026 - From printer. May be heard in committee February 7.

Location: 01/07/2026 - Assembly PRINT

Summary: The Constitution requires the Legislature to include that revenue estimate in the budget bill. The Constitution also requires the Legislature to pass a budget bill by midnight on June 15 of each year. If that deadline is not met, the Members of the Legislature forfeit any salary or reimbursement for travel or living expenses from midnight on June 15 until the day that the budget bill is presented to the Governor. This measure would authorize the Controller, no later than 30 days after the date of the budget bill's passage, to determine that the budget bill violates the balanced budget provision. If the Controller makes that determination, the Members of the Legislature and the Governor would forfeit their salary and reimbursement for travel or living expenses from the day immediately following the date on which the Controller makes the determination until the date on which a budget bill is enacted.

SB 74 (Seyarto, R) Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.

Introduced: 01/15/2025

Last Amended: 04/07/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Current law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Current law authorizes a local agency to finance infrastructure projects through various means, including by authorizing a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified.

SB 239 (Arreguín, D) Crimes: criminal threats.

Introduced: 01/30/2025

Last Amended: 07/02/2026

Status: 07/02/2026 - Read second time and amended. Re-referred to Com. on APPR.

Location: 07/01/2026 - Assembly Appropriations

Summary: Existing law makes it a crime to willfully threaten to commit a crime that will result in death or great bodily injury to another person, as specified. Under existing law, this crime is punishable as a misdemeanor or by imprisonment in state prison as a felony. Existing law, for the purposes of sentencing for a felony violation of these provisions, authorizes the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of a state constitutional officer, a Member of the Legislature, or a judge or court commissioner, as specified. This bill would additionally authorize the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of an elections official of a city, county, city and county, or public district, or an elected local agency official, as specified.

SB 431 (Arreguín, D) Assault and battery: utility workers.

Introduced: 02/18/2025

Last Amended: 07/03/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/16/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Would make an assault or battery committed against a utility worker, as defined, who is engaged in the performance of their duties punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding $2,000, or by both that fine and imprisonment. By expanding the scope of these crimes, this bill would impose a state-mandated local program.

SB 445 (Wiener, D) High-speed rail: third-party agreements, permits, and approvals: regulations.

Introduced: 02/18/2025

Last Amended: 07/17/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Current law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Current law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified.

SB 508 (Valladares), which pertained to amending CEQA to strengthen transportation impact mitigation requirements, has stalled; therefore, this bill was removed from the matrix.

SB 526 (Perez), which pertained to health facilities and affiliate clinic licensing, has stalled; therefore, this bill was removed from the matrix.

SB 545 (Cortese, D) High-speed rail: economic opportunities.

Introduced: 02/20/2025

Last Amended: 06/27/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Would require the Governor's Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.

SB 549 (Allen), which pertained to expanding the definition of heritage schools, failed to meet fiscal committee deadlines; therefore, this bill was removed from the matrix.

SB 563 (Valladares, R) State parks: Off-highway Motor Vehicle Recreation: grants: eligible applicants.

Introduced: 02/20/2025

Last Amended: 03/26/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: The Off-Highway Motor Vehicle Recreation Act of 2003 creates the Division of Off-Highway Motor Vehicle Recreation and requires the division to develop and implement a grant and cooperative agreement program for specified purposes, including to support the planning, acquisition, development, maintenance, administration, operation, enforcement, restoration, and conservation of trails, trailheads, areas, and other facilities associated with use of off-highway motor vehicles. Under current law, eligible grant and cooperative agreement applicants include, among others, cities, counties, districts, state agencies, agencies of the United States, and federally recognized and state-recognized Native American tribes, as specified. This bill would expand eligible grant and cooperative agreement applicants to include special districts that employ sworn personnel, as provided.

SB 569 (Blakespear, D) Bikeways: reversions and modifications.

Introduced: 02/20/2025

Last Amended: 06/24/2026

Status: 07/01/2026 - Read second time. Ordered to third reading.

Location: 07/01/2026 - Assembly THIRD READING

Summary: Existing law grants the legislative body of a city certain powers with respect to city streets and highways, including the power to construct and maintain those streets and highways. Existing law grants the board of supervisors of a county general supervision, management, and control of county highways and authorizes the board of supervisors to lay out, construct, improve, and maintain county highways. Existing law authorizes the governing body of a city, county, or local agency to, among other things, establish bikeways, as defined and classified. Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of each type of bikeway and of roadways where bicycle travel is permitted, and requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize the minimum safety design criteria. This bill would prohibit a bikeway constructed, in whole or part, using moneys from the State General Fund allocated to any city, county, regional, or other local agency from being reverted to a nonactive transportation use or modified in a manner that reduces the safety, accessibility, or mobility of nonmotorized users, for a minimum of 20 years from the date of the allocation or its actual useful life, as documented in its project design or local building or permit application materials, whichever is less.

SB 667 (Archuleta, D) Railroads: safety: report.

Introduced: 02/20/2025

Last Amended: 06/03/2026

Status: 07/01/2026 - July 1 set for first hearing. Placed on suspense file.

Location: 07/01/2026 - Assembly APPR. SUSPENSE FILE

Summary: Existing law requires the Public Utilities Commission to annually report to the Legislature on sites on railroad lines in the state that the commission finds to be hazardous, including a list of all railroad sites in the state that it determines pose a local safety hazard. Existing law authorizes the commission to submit in the annual report the list of railroad sites submitted in the immediate prior year annual report, and to amend or revise that list from the immediate prior year as necessary. In determining which railroad sites pose a local safety hazard, existing law requires the commission to consider, among other things, whether any local safety hazards at railroad sites have been eliminated or sufficiently remediated to warrant removal of the site from the list. This bill would require the commission, on or before July 1, 2029, to review the list of railroad sites and, in the annual report, to include an evaluation of each site on the list and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site.

SB 677 (Wiener-Caloza), which pertained to streamlining housing approvals and addressing delays in housing financing, particularly for affordable housing, failed to meet fiscal committee deadlines; therefore, this bill was removed from the matrix.

SB 739 (Arreguín, D) Transportation network companies: California Clean Miles Standard and Incentive Program.

Introduced: 02/21/2025

Last Amended: 07/02/2026

Status: 07/02/2026 - From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 1). Read second time and amended. Re-referred to Com. on APPR.

Location: 07/02/2026 - Assembly Appropriations

Summary: The Passenger Charter-party Carriers' Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission and includes specific requirements applicable to transportation network companies, which are defined as certain organizations that, using an online-enabled application or platform, connect passengers with drivers using a personal vehicle. The act establishes the California Clean Miles Standard and Incentive Program, which requires, by January 1, 2020, that the State Air Resources Board establish a baseline for emissions of greenhouse gases for vehicles used on the online-enabled applications or platforms by transportation network companies on a per-passenger-mile basis, as provided. The act requires, by January 1, 2021, that the state board establish, and the commission implement, annual targets and goals, in accordance with specified requirements, starting in 2023 for the reduction under that baseline for emissions of greenhouse gases per passenger mile driven on behalf of a transportation network company. The act makes a violation of the act, or an order or direction of the commission pursuant to the act, a crime. This bill would require, by January 1, 2028, the state board to adopt, and the commission to implement, updated annual targets and goals starting in 2029 for the reduction under that baseline for emissions of greenhouse gases per passenger mile driven on behalf of a transportation network company in accordance with specified requirements. The bill would prohibit the commission from finding a transportation network company in violation of the program under specified circumstances.

<u>SB 741</u> (<u>Blakespear, D</u>) Low Carbon Transit Operations Program.

Introduced: 02/21/2025

Last Amended: 07/01/2026

Status: 07/01/2026 - Read second time and amended. Re-referred to Com. on APPR.

Location: 06/29/2026 - Assembly Appropriations

Summary: Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements. This bill would repeal the requirement for the department to adopt guidelines.

<u>SB 769</u> (<u>Caballero, D</u>) The Golden State Infrastructure Corporation Act.

Introduced: 02/21/2025

Last Amended: 07/02/2025

Status: 09/04/2025 - Ordered to inactive file on request of Assembly Member Aguiar-Curry.

Location: 09/04/2025 - Assembly INACTIVE FILE

Summary: The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans, issue bonds, and provide other financial assistance for various types of infrastructure and economic development projects. Current law establishes the California Infrastructure and Economic Development Bank Fund, a continuously appropriated fund, to support the bank. This bill would enact the Golden State Infrastructure Corporation Act and would establish the Golden State Infrastructure Corporation, within the State Treasurer's Office, as a not-for-profit corporation for the purpose of administering the act and financing infrastructure projects. The bill would require the corporation to be governed by a board of directors, with a prescribed membership, and would require the business and affairs of the corporation to be managed by an executive director appointed by the Treasurer. This bill would prescribe the powers and duties of the corporation, including entering into financing transactions, borrowing money or issuing bonds, and setting and charging fees for obtaining financing from the corporation. Under the bill, the state would not in any way be liable for any obligation of the corporation, and the corporation would not be required to pay any taxes, except as provided.

<u>SB 772</u> (<u>Cabaldon, D</u>) Infill Infrastructure Grant Program of 2019: applications: eligibility.

Introduced: 02/21/2025

Last Amended: 07/17/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

Summary: Existing law establishes the Infill Infrastructure Grant Program of 2019 (program), which requires the Department of Housing and Community Development, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area. Existing law requires the department to administer a specified competitive application process for capital improvement projects for large jurisdictions, as defined. For these purposes, existing law defines a qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses. This bill would expand the definition of qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that have been previously developed with urban uses.

SB 897 (Choi, R) Vehicles: abandoned vehicles.

Introduced: 01/16/2026

Status: 07/01/2026 - Read second time. Ordered to consent calendar.

Location: 06/29/2026 - Assembly CONSENT CALENDAR

Summary: Current law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a $1 vehicle registration fee for the abatement of abandoned vehicles. The fees imposed and the moneys received by the service authority from the Abandoned Vehicle Trust Fund, a continuously appropriated fund, can only be used for the abatement, removal, and disposal of abandoned, wrecked, dismantled, or inoperative vehicles from private or public property. The service authority is authorized to adopt an ordinance establishing procedures for the abatement, removal, and disposal, as a public nuisance, of an abandoned, wrecked, dismantled, or inoperative vehicle and for the recovery of costs. This bill, notwithstanding these provisions, would authorize the City of Laguna Woods to use the amount of abandoned vehicle abatement funds received from the fee imposed by the service authority that formerly operated in the County of Orange, and the interest accrued thereon, for purposes of enforcing provisions of this code on public highways.

SB 922 (Laird, D) Vehicles: local agency charges: use of streets or highways.

Introduced: 01/28/2026

Last Amended: 07/02/2026

Status: 07/02/2026 - From committee: Do pass as amended. (Ayes 8. Noes 2.) (July 1). Read second time and amended. Ordered to second reading.

Location: 07/02/2026 - Assembly SECOND READING

Summary: Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would explicitly state that a fee, charge, surcharge, or component thereof imposed upon the provider of, or ratepayer for, public services by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide those public services is not a tax, permit fee, or other charge that is prohibited by the provision described above. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge.

SB 935 (Choi, R), which pertained to eliminating the sunset date for local design-build authority, has been passed and signed into law; therefore, it was removed from the matrix.

SB 947 (McNerney, D) Employment: automated decision systems.

Introduced: 02/02/2026

Last Amended: 07/02/2026

Status: 07/02/2026 - Read second time and amended. Re-referred to Com. on APPR.

Location: 06/30/2026 - Assembly Appropriations

Summary: Existing law requires the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems (ADS) that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. Existing law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner, within the Department of Industrial Relations. This bill would prohibit an employer, as defined, from using an ADS to perform certain functions and would limit the purposes for and way in which an ADS may be used. The bill would authorize a worker to request, and require an employer to provide, a copy of the most recent 12 months of the worker’s own data primarily used by an ADS to make a disciplinary, termination, or deactivation decision, as specified. The bill would require an employer that primarily relied upon an ADS to make a disciplinary, termination, or deactivation decision to provide the affected worker with a written postuse notice, as specified. This bill would prohibit an employer from discharging, threatening to discharge, demoting, suspending, or in any manner discriminating or retaliating against any worker for taking certain actions asserting their rights under the bill.

SB 951 (**Reyes, D**) **Employment: technological displacement: notice.**

Introduced: 02/02/2026

Last Amended: 07/02/2026

Status: 07/02/2026 - From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 11. Noes 2.) (July 1). Read second time and amended. Re-referred to Com. on APPR.

Location: 07/02/2026 - Assembly Appropriations

Summary: Existing law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner, within the Department of Industrial Relations. Existing law establishes the Employment Development Department (EDD), which is administered by the Director of Employment Development. Under existing law, the Director of Employment Development is vested with specified duties, purposes, responsibilities, and jurisdiction related to job creation activity functions, among other things. Existing law, the California Worker Adjustment and Retraining Act (Cal/WARN Act), prohibits an employer from ordering a mass layoff, relocation, or termination at a covered establishment unless, 60 days before the order takes effect, the employer gives written notice of the order to the employees affected by the order and to the EDD and certain local officials. Existing law makes an employer who fails to give specified notice regarding a mass layoff, relocation, or termination subject to a civil penalty of not more than $500 for each day of the employer's violation. This bill would revise the Cal/WARN Act to also require an employer giving notice of a mass layoff, relocation, or termination caused in whole or in substantial part by an artificial intelligence (AI) system or other automated technology replacing or automating employment positions to include certain information in the notice, including the job functions performed by workers that will be automated by AI.

SB 994 (**Cabaldon, D**) **Local agencies: nondisclosure agreements.**

Introduced: 02/05/2026

Last Amended: 06/22/2026

Status: 07/02/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 9. Noes 0.) (July 1). Re-referred to Com. on APPR.

Location: 07/02/2026 - Assembly Appropriations

Summary: Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local agency official, as defined, acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027.

SB 1013 (Cervantes, D) Automated license plate recognition systems.

Introduced: 02/10/2026 (Spot bill)

Last Amended: 06/15/2026

Status: 07/02/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 2.) (July 1). Re-referred to Com. on APPR.

Location: 07/02/2026 - Assembly Appropriations

Summary: Existing law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Existing law defines ALPR information as information or data collected through the use of an ALPR system. This bill would provide that “public agency” does not include a transportation agency, a public transit operator, or a local department of transportation or public works department, as specified. The bill would, beginning January 1, 2027, require new, updated, expansions of, or addendums of contractual agreements with ALPR vendors, manufacturers, or suppliers to mandate that no default access is provided to any national ALPR database and that an agency’s collected scans are by default not accessible to any other agency, and would impose new requirements on sharing between California state law enforcement agencies. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense or locating an individual who has been reported as missing to a law enforcement agency.

SB 1035 (Strickland, R) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.

Introduced: 02/11/2026

Status: 03/18/2026 - March 18 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2.) Reconsideration granted.

Location: 02/18/2026 - Senate Environmental Quality

Summary: The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.

SB 1046 (Blakespear, D) Occupational safety: transboundary pollution.

Introduced: 02/11/2026 (Spot bill)

Last Amended: 04/09/2026

Status: 07/01/2026 - July 1 set for first hearing. Placed on suspense file.

Location: 07/01/2026 - Assembly APPR. SUSPENSE FILE

Summary: The California Occupational Safety and Health Act of 1973 exists for the purpose of assuring safe and healthful working conditions for all California workers by authorizing the enforcement of effective standards, assisting and encouraging employers to maintain safe and healthful working conditions, and providing for research, information, education, training, and enforcement in the field of occupational safety and health. Existing law establishes the Occupational Safety and Health Standards Board within the Department of Industrial Relations for the adoption of occupational safety and health standards and establishes the Division of Occupational Safety and Health in that department for the enforcement of those occupational safety and health standards, as prescribed. This bill would require the division, on or before January 1, 2030, to propose to the board for its review and adoption, a standard that protects the health and safety of employees who risk high or prolonged exposure to transboundary pollution, as defined, in outdoor occupational environments, as specified. The bill would require the board to consider identifying an exposure threshold for hydrogen sulfide at which acute or chronic health effects occur to reference in the standards and may consider exposure thresholds for other relevant pollutants.

SB 1054 (Cabaldon, D) Unemployment insurance: reporting requirements.

Introduced: 02/12/2026

Last Amended: 06/18/2026

Status: 06/25/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 24). Re-referred to Com. on APPR.

Location: 06/24/2026 - Assembly Appropriations

Summary: Existing law provides for unemployment compensation benefits for eligible individuals in the state who are unemployed through no fault of their own. Existing law requires an employer, as defined, to make contributions for unemployment insurance premiums and to file specified reports with the Director of Employment Development, including, among other reports, a report of contributions, a quarterly return, and a report of wages paid, as specified. This bill would require the Employment Development Department to work with employers to enhance the reporting of employment and earning data, as specified, and, where feasible, to align and streamline definitions and requirements for the report of wages, deploy user-friendly application programming interfaces, and implement other means to simplify reporting processes. The bill would require, beginning July 1, 2027, every employer with 10 or more employees and every individual or organization that, as an agent, reports wages on behalf of one or more employers with 10 or more employees, as specified, to include in the report of wages, information on total monthly wage, industry, occupation, worker type, and hours worked for each employee, as provided. This bill would require the department, on or before July 1, 2027, to adopt and develop appropriate procedures for the sharing of hours worked and other necessary employment data to support employment-related verifications for initial eligibility for, and ongoing receipt of, public benefits, and to enable access to relevant wage data, as specified.

SB 1087 (Cabaldon, D) Transportation planning: sustainable communities strategies: transportation funding programs.

Introduced: 02/13/2026

Last Amended: 06/25/2026

Status: 06/30/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 2.) (June 29). Re-referred to Com. on APPR.

Location: 06/29/2026 - Assembly Appropriations

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization.

SB 1123 (Wiener), which pertained to the Starter Home Revitalization Act amendments, was chaptered and enacted into law; therefore, this bill has been removed from the matrix.

SB 1149 (Durazo, D) Employees: bereavement leave.

Introduced: 02/18/2026

Last Amended: 05/14/2026

Status: 07/01/2026 - July 1 set for first hearing. Placed on suspense file.

Location: 07/01/2026 - Assembly APPR. SUSPENSE FILE

Summary: Existing law makes it an unlawful employment practice for an employer to refuse to grant a request by any employee to take up to 5 days of bereavement leave upon the death of a family member, as defined, to refuse to hire, or to discharge, demote, fine, suspend, expel, or discriminate against, an individual because of the individual's exercise of the right to bereavement leave or because of the individual's giving information or testimony as to their own or another person's bereavement leave, or to interfere with, restrain, or deny the exercise of, or the attempt to exercise, any of these rights, as specified. This bill would include a designated person identified by the employee, as specified, in the definition of "family member" and authorize an employer to limit an employee to one designated person per 12-month period for purposes of these provisions relating to bereavement leave.

SB 1159 (Cabaldon, D) Artificial intelligence: transparency and governance.

Introduced: 02/18/2026

Last Amended: 06/25/2026

Status: 07/02/2026 - Read second time. Ordered to third reading.

Location: 07/02/2026 - Assembly THIRD READING

Summary: The California Constitution provides that people have the right of access to information concerning the conduct of the people's business. Various provisions of existing law, including the California Public Records Act, the Legislative Open Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines "person" to include any natural person, corporation, partnership, limited liability company, firm, or association. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Legislative Open Records Act, the Administrative Procedure Act, the California Coastal Act of 1976, and CEQA, "person," "interested person," "participant," "member of the public," as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence, as defined, systems, autonomous agents, or robots, whether physical or digital.

SB 1167 (Blakespear, D) Vehicles: electric bicycles.

Introduced: 02/18/2026

Last Amended: 07/01/2026

Status: 07/01/2026 - Read second time and amended. Re-referred to Com. on APPR.

Location: 06/29/2026 - Assembly Appropriations

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds.

SB 1172 (Hurtado, D) Bradley-Burns Uniform Local Sales and Use Tax Law: tax sharing agreements.

Introduced: 02/18/2026

Last Amended: 07/01/2026

Status: 07/02/2026 - Read second time. Ordered to third reading.

Location: 07/02/2026 - Assembly THIRD READING

Summary: Existing law prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under the Bradley-Burns Uniform Local Sales and Use Tax Law to any person for any purpose when the agreement results in a reduction in the amount of revenue under the Bradley-Burns Uniform Local Sales and Use Tax Law that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency. Existing law also requires a local agency entering into an agreement that results in a reduction of the amount of revenue under the Bradley-Burns Uniform Local Sales and Use Tax Law that, in the absence of the agreement, would be received by another local agency to take certain actions with respect to that agreement, including posting the proposed agreement on its internet website for at least 30 days prior to ratification or approval of that agreement by its governing body. This bill would prohibit a person from paying compensation to a consultant with respect to a specific tax sharing agreement, as defined, that exceeds the lower of 5% of the total tax revenues shared pursuant to the tax sharing agreement and $250,000. The bill would define a tax sharing agreement for this purpose to mean any agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under the Bradley-Burns Uniform Local Sales and Use Tax Law to any person for any purpose.

SB 1174 (Valladares, R) Public contracts: Department of Transportation: bid preferences: employee stock ownership plans.

Introduced: 02/18/2026

Last Amended: 06/15/2026

Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (June 30). Re-referred to Com. on APPR.

Location: 06/30/2026 - Assembly Appropriations

Summary: Existing law establishes the Department of Transportation and requires it to improve and maintain the state highways. Existing law authorizes the department to enter into any contracts required for the performance of its duties, as provided. Existing law establishes bid preferences in public contracting for certain types of bidders, including, but not limited to, small business and microbusiness bidders. This bill would, on and after January 1, 2028, require the department to provide certain bid preferences to a contractor or subcontractor with an employee stock ownership plan (ESOP) in which 30% or more is owned by the ESOP when the contractor or subcontractor bids or is part of a bid on a state-funded construction contract, as specified.

SB 1175 (Rubio, D) Lobbyist registration and termination.

Introduced: 02/18/2026

Last Amended: 06/18/2026

Status: 06/30/2026 - In Senate. Concurrence in Assembly amendments pending.

Location: 06/30/2026 - Senate CONCURRENCE

Summary: The Political Reform Act of 1974 requires individual lobbyists to prepare certifications, as specified, for filing with the Secretary of State. If any change occurs in the information contained in a lobbyist certification, or if a lobbyist terminates all activity that required certification, existing law requires the lobbyist to submit an amended certification or notice of termination to the lobbyist's lobbying firm or lobbyist employer for filing with the Secretary of State within specified timelines. Existing law also requires lobbyist employers and other persons who make specified payments to influence legislative or administrative action to file reports containing information about themselves and about the type and amount of payments, as specified. Existing law requires the Secretary of State to develop an online filing and disclosure system that, once operative, must be used for the filing of these reports. This bill would instead require the lobbyist to submit the amended certification or notice of termination directly to the Secretary of State.

SB 1177 (Cortese), which pertained to amending Section 226 of the Labor Code to create an exemption from certain wage statement requirements for airline cabin crew members covered by the federal Railway Labor Act is still pending; therefore, this bill was removed from the matrix.

SB 1187 (Durazo, D) Open meetings.

Introduced: 02/19/2026

Last Amended: 07/06/2026

Status: 07/06/2026 - From committee: Do pass as amended. (Ayes 10. Noes 0.) (July 1). Read second time and amended. Ordered to second reading.

Location: 07/06/2026 - Assembly SECOND READING

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law, beginning July 1, 2026, requires eligible legislative bodies, as defined, to have in place a system for electronically accepting and fulfilling requests for meeting agendas and documents. Existing law additionally requires these legislative bodies to translate the agenda for each meeting of that body and to reasonably assist members of the public who wish to translate a public meeting or receive interpretation, as specified. This bill would instead delete the above-described requirements on eligible legislative bodies.

SB 1205 (Valladares, R) Public contracts: retention: architecture or engineering services.

Introduced: 02/19/2026

Last Amended: 04/09/2026

Status: 06/24/2026 - June 24 set for first hearing. Placed on suspense file.

Location: 06/24/2026 - Assembly APPR. SUSPENSE FILE

Summary: Existing law imposes various requirements regarding the formation, content, and enforcement of public works contracts. Existing law generally requires that retention proceeds withheld from payment by a public entity be released within 60 days after the date of completion of the work of improvement, except as specified in case of a dispute. Existing law limits the allowable amount of retention proceeds withheld in a contract between a public entity and the original contractor, a contract between the original contractor and a subcontractor, and a contract between subcontractors, as specified. Existing law defines "public entity" differently for these various purposes. This bill would prohibit any retention payments from exceeding 5% of the payment for contracts under design-bid-build, and amendments thereto, entered into on or after January 1, 2027, directly between a public entity and an individual or legal entity permitted by law to practice the profession of architecture or engineering.

SB 1213 (Reyes, D) Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency.

Introduced: 02/19/2026

Last Amended: 07/01/2026

Status: 07/01/2026 - Read second time and amended. Re-referred to Com. on APPR.

Location: 06/30/2026 - Assembly Appropriations

Summary: Existing law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be administered by the State Air Resources Board in conjunction with the State Energy Resources Conservation and Development Commission. The program funds eligible projects, including, among others, projects for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, including projects that help to facilitate clean goods movement corridors. Existing law establishes the Clean Transportation Program, administered by the Energy Commission, to provide, among other things, competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. This bill would require, within the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, the state board and the Energy Commission, beginning January 1, 2027, to condition the inclusion of any medium- or heavy-duty vehicle model in specified incentive programs, including the Clean Transportation Program, on the receipt of the pricing data as specified.

SB 1228 (Rubio, D) Advertising displays: exemptions: redevelopment agency projects.

Introduced: 02/19/2026

Last Amended: 06/30/2026

Status: 06/30/2026 - Read second time and amended. Re-referred to Com. on APPR.

Location: 06/24/2026 - Assembly Appropriations

Summary: The Outdoor Advertising Act prohibits, except as provided, placing or maintaining an advertising display on property adjacent to a portion of a freeway that has a specified coverage area of landscaping or trees at the same or elevated grade of the main-traveled way, as provided. The act does not prohibit a city, county, or city and county from designating the districts or zones in which an advertising display may be placed or prohibited as part of a land use or zoning ordinance. The act also does not prohibit a local governmental entity from entering into an agreement to relocate an advertising display for any purpose. This bill would exempt certain advertising displays developed within the boundary limits of, and as part of, an individual redevelopment agency project from the prohibition on placing or maintaining an advertising display on property adjacent to a portion of a freeway that has landscaping or trees, from a city's, county's, or city and county's land use or zoning ordinance, and from a local governmental entity's relocation agreement, as those are described above. The bill would require an advertising display subject to this exemption to remain in the same location and would prohibit the advertising display from being modified, as specified.

SB 1250 (Cortese, D) State highway system: wildlife connectivity.

Introduced: 02/19/2026

Last Amended: 05/14/2026

Status: 06/30/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (June 30). Re-referred to Com. on APPR.

Location: 06/30/2026 - Assembly Appropriations

Summary: Existing law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system and requires Caltrans to improve and maintain the state highways. Existing law requires Caltrans, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for wildlife connectivity assets that reflect the need for new assets and conditions of existing assets that improve or maintain the connectivity of wildlife crossings on the state highway system.

SB 1256 (Jones), which pertained to amending CEQA and the Subdivision Map Act to address overlapping legal claims, is currently engrossed and in progress; therefore, this bill was removed from the matrix.

SB 1266 (Stern, D) Crimes: theft.

Introduced: 02/19/2026

Last Amended: 07/02/2026

Status: 07/02/2026 - Read second time and amended. Re-referred to Com. on APPR.

Location: 07/01/2026 - Assembly Appropriations

Summary: The Safe Neighborhoods and Schools Act, enacted by Proposition 47, as approved by the voters at the November 4, 2014, statewide general election, requires the theft of property that does not exceed $950 to be punished as a misdemeanor, except as specified. Proposition 47 authorizes amendment of its provisions by a 2/3 vote of the Members of each house of the Legislature so long as the amendments are consistent with and further the intent of the act. Under existing law, it is grand theft to steal, take, or carry away copper materials of another valued at more than $950. This bill would amend Proposition 47 to require, for the purposes of this provision, value to be calculated as the cost to the victim to repair and replace the stolen materials, including equipment that was damaged or destroyed by the stealing, taking, or carrying away, as specified.

SB 1275 (McNerney, D) Sales and use tax exemption: vehicle license fee imposition: motor vehicles.

Introduced: 02/20/2026

Last Amended: 04/09/2026

Status: 05/14/2026 - May 14 hearing: Held in committee and under submission.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after July 1, 2027, and before July 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a used motor vehicle sold by specified dealers or their affiliates or a new motor vehicle.

SB 1287 (Hurtado, D) Personal Income Tax Law: Corporation Tax Law: credits: shortline railroad expenditures and railroad infrastructure.

Introduced: 02/20/2026

Last Amended: 04/09/2026

Status: 05/14/2026 - May 14 hearing: Held in committee and under submission.

Location: 05/04/2026 - Senate APPR. SUSPENSE FILE

Summary: The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, the Shortline Railroad Modernization Act of 2026, would allow credits against those taxes for each taxable year beginning on or after January 1, 2027, and before January 1, 2032, to a qualified taxpayer in an amount equal to 50% of the qualified shortline railroad expenditures and for each taxable year beginning on or after January 1, 2028, and before January 1, 2033, in an amount equal to 50% of the qualified new rail infrastructure expenditures, as defined and specified.

SB 1292 (Richardson), which pertained to an enhanced curb management system, is currently engrossed and in progress; therefore, this bill was removed from the matrix.

SB 1293 (Alvarado-Gil, R) State highways: projects: notice.

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 06/30/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 29). Re-referred to Com. on APPR.

Location: 06/29/2026 - Assembly Appropriations

Summary: Would require the Department of Transportation to provide written notice of certain construction or maintenance projects within the right-of-way of a state highway in a county with a population of 60,000 people or fewer to a person who resides in, or a business that is located within, 5 miles of the project limits, as specified. The bill would also require the department to place the notice on its internet website.

SB 1324 (Blakespear, D) Passenger and freight rail: LOSSAN Rail Corridor: working group report.

Introduced: 02/20/2026

Last Amended: 03/23/2026

Status: 06/30/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 29). Re-referred to Com. on APPR.

Location: 06/29/2026 - Assembly Appropriations

Summary: Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027.

SB 1326 (Wahab, D) California Environmental Quality Act: tribal cultural resources: mitigation measures.

Introduced: 02/20/2026

Last Amended: 06/11/2026

Status: 06/23/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (June 22). Re-referred to Com. on APPR.

Location: 06/22/2026 - Assembly Appropriations

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, before releasing an environmental review document for a project, to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, as provided. CEQA authorizes the parties, as a part of the consultation, to propose mitigation measures capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource. CEQA defines a tribal cultural resource as including, among other things, a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources, as provided. This bill would modify the definition of tribal cultural resource to, among other things, include a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is identified by the Native American Heritage Commission as a sacred place, as provided, or included in a local tribal register and provided to the lead agency by a consulting California Native American tribe.

SB 1337 (Richardson, D) State Energy Resources Conservation and Development Commission: air districts and local governments: transportation fuels refining facilities: memoranda of understanding.

Introduced: 02/20/2026

Last Amended: 06/29/2026

Status: 06/29/2026 - Read second time and amended. Re-referred to Com. on APPR.

Location: 06/24/2026 - Assembly Appropriations

Summary: Existing law requires the State Energy Resources Conservation and Development Commission, on or before January 1, 2024, and every 3 years thereafter, to submit an assessment to the Legislature that, among other things, identifies methods to ensure a reliable supply of affordable and safe transportation fuels in California and evaluates the price of transportation fuels, including branded and unbranded retail prices, alternate formulations of gasoline with lower carbon impact, and other products suitable for production from refineries in California, as provided. Existing law establishes the Division of Petroleum Market Oversight within the commission to, among other things, provide independent oversight and analysis of the transportation fuels market for the protection of consumers by identifying market design flaws, market power abuses, and any other manner by which market participants act to harm competition or act contrary to the best interests of the consumers in the state. Existing law requires the director of the division, when requested, to appear before the appropriate policy committees of the Legislature to provide an update on the division’s performance as compared to its objectives, the status of competition in the transportation fuels markets, and other information the committees' request. This bill would require the commission, on or before January 31, 2029, to enter into memoranda of understanding with relevant air districts and local governments with transportation fuels refining facilities within their jurisdictions to enable the coordination that is needed to ensure the transportation fuels sector is successfully managed and maintains environmental, public health, labor, economic, and consumer protections.

SB 1361 (Durazo, D) Transit-oriented housing developments: local governments: transit agencies and projects.

Introduced: 02/20/2026

Last Amended: 06/23/2026

Status: 07/02/2026 - From committee: Do pass. (Ayes 8. Noes 1.) (July 1).

Location: 06/10/2026 - Assembly Local Government

Summary: Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects.

SB 1375 (Cortese, D) California Environmental Quality Act: exemption: urban intermodal rail station project.

Introduced: 02/20/2026

Last Amended: 07/02/2026

Status: 07/02/2026 - From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (June 22). Read second time and amended. Re-referred to Com. on APPR.

Location: 06/22/2026 - Assembly Appropriations

Summary: Existing law exempts from the California Environmental Quality Act (CEQA) a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA, except as specified, a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. The bill would require a lead agency, if it determines that a project is not subject to CEQA pursuant to this exemption, and it determines to carry out the project, to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk of the county in which the project is located, as provided. The bill would permit exemption only for projects for which a notice of exemption is filed before January 1, 2032. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program.

SB 1382 (Alvarado-Gil, R) Department of Transportation: mountain passes: openings.

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 06/30/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 29). Re-referred to Com. on APPR.

Location: 06/29/2026 - Assembly Appropriations

Summary: Existing law requires the Department of Transportation, on or before July 1, 1992, to adopt and implement a deicing policy for state highways, as specified. Existing law specifically requires the department to remove snow from a specified portion of Interstate Route 80, as specified. This bill would require, on or before April 1 of each year, the department, to the extent feasible, to notify an affected local official of the department's proposed schedule for opening a mountain pass, as defined. The bill would require the department to develop a public outreach plan to inform the public about the closing and opening of a mountain pass, as specified.

SB 1388 (Durazo), which pertained to the Affordable Housing Risk Reduction Program, is currently in progress and pending; therefore, it was removed from the matrix.

SB 1408 (Arreguín, D) Contra Costa Transportation Authority: transactions and use tax.

Introduced: 02/20/2026

Last Amended: 04/14/2026

Status: 07/01/2026 - Read second time. Ordered to third reading.

Location: 07/01/2026 - Assembly THIRD READING

Summary: Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified.

SB 1423 (Stern, D) Regional planning: standardized spatial planning datasets.

Introduced: 02/20/2026

Last Amended: 06/22/2026

Status: 07/02/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (July 1). Re-referred to Com. on APPR.

Location: 07/02/2026 - Assembly Appropriations

Summary: Existing law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. This bill would require the office, on or before July 1, 2027, to compile, standardize, maintain, and make publicly available through a consolidated online platform a core set of statewide standardized spatial planning datasets, as defined. The bill would require the datasets to include specified categories of information, including hazardous risk data, natural resource sensitivity data, and agricultural value data, as provided. The bill would also require the office, on or before January 1, 2028, to develop and provide guidance for agencies to inform how to use and integrate the datasets in regional planning processes and products. The bill would require the office to update those datasets at least every 3 years, as provided.

SB 1424 (Archuleta, D) Sales and use taxes: zero-emission vehicle fueling or charging.

Introduced: 02/20/2026

Last Amended: 06/17/2026

Status: 06/30/2026 - June 29 set for second hearing. Placed on suspense file. June 29 hearing. Held in committee and under submission.

Location: 06/30/2026 - Assembly REV. & TAX SUSPENSE FILE

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state of, or on the storage, use, or other consumption in this state of, tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including a partial exemption for the sale of, or the storage, use, or consumption of, qualified tangible personal property purchased for use by a qualified person to be used primarily in any stage of the manufacturing, processing, refining, fabricating, or recycling of tangible personal property, beginning at the point any raw materials are received by the qualified person and introduced into the process and ending at the point at which the manufacturing, processing, refining, fabricating, or recycling has altered tangible personal property to its completed form, including packaging, if required. Existing law (backfill requirement) requires an amount that equals the estimated revenue loss to the General Fund from the allowance of the above-described exemptions, with the concurrence of the Department of Finance, to be transferred from the Greenhouse Gas Reduction Fund to the General Fund, as prescribed. This bill would, beginning July 1, 2027, define "processing" to include the altering, converting, conditioning, or other preparation of hydrogen or electricity for the purposes of selling the hydrogen for fueling or the electricity for charging a vehicle and would define "qualified tangible personal property" to include hydrogen fueling station equipment and charging station equipment and component parts used as an integral part of those activities.

SB 1425 (Cortese, D) High-Speed Rail Authority: property: operating right-of-way.

Introduced: 02/20/2026

Last Amended: 07/02/2026

Status: 07/02/2026 - From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (July 1). Read second time and amended. Re-referred to Com. on APPR.

Location: 07/01/2026 - Assembly Appropriations

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified. This bill would establish a permit program, administered by the authority, for encroachments on the authority's operating right-of-way. The bill would make any person who installs or performs an encroachment within the authority's operating right-of-way, without a permit, guilty of a misdemeanor, except as provided. The bill would also make any person who willfully damages any feature of the high-speed train system or any portion of the authority's operating right-of-way guilty of a misdemeanor. The bill would provide for civil penalties for specified categories of encroachment and, unless authorized by law or an encroachment permit, would make it unlawful to manage water flows in certain ways that impact the high-speed train system or the authority's operating right-of-way, as specified. The bill would authorize the authority or the Attorney General to recover these civil penalties. The bill would require all moneys, including moneys from permit fees and civil penalties, collected pursuant to its provisions to be deposited into the High-Speed Rail Property Fund, except for the award of any reasonable attorney's fees and costs provided to the recovering agency to recoup the cost of litigation, as provided.

SCR 84 (Blakespear, D) California Rail Month.

Introduced: 05/19/2025

Last Amended: 03/12/2026

Status: 07/02/2026 - Ordered to inactive file on request of Assembly Member Garcia.

Location: 07/02/2026 - Assembly INACTIVE FILE

Summary: Would recognize May 2026 as California Rail Month.

SCR 108 (Archuleta, D) Deputy David Piquette Memorial Highway.

Introduced: 01/08/2026

Last Amended: 05/14/2026

Status: 07/02/2026 - Read. Adopted. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending.

Location: 07/02/2026 - Senate CONCURRENCE

Summary: Would designate a specified portion of State Route 91 in the County of Orange as the Deputy David Piquette Memorial Highway. The measure would request that the Department of Transportation determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources sufficient to cover the cost, to erect those signs.

SCR 124 (Wiener), which pertains to addressing transportation access for persons with epilepsy, has stalled; therefore, this resolution was removed from the matrix.