



Orange County Transportation Authority Legislative Matrix

**2025 State Legislation Session
June 19, 2025**

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: 01/28/25 LOCATION: <i>Senate Committees on Transportation and Judiciary</i> STATUS: 05/28/25 <i>In SENATE. Referred to Committees on Transportation and Judiciary.</i>	Support (partial list) Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission (MTC), Orange County Business Council, San Bernardino County Transportation Authority, <i>Association of California Cities Orange County, Automobile Club of Southern California</i>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 394 (Wilson – D) Public transportation providers.</p>	<p>Expands battery protections to all public transportation employees and clarifies that transit agencies and their legal representatives can seek temporary restraining orders in cases of workplace violence, harassment, or threats.</p>	<p>INTRODUCED: 02/03/25 LOCATION: <i>Senate Desk</i></p> <p>STATUS: 06/02/25 <i>In SENATE. Read third time. Passed. Ordered to the Senate.</i></p>	<p>Support (partial list)</p> <p>Support: California Transit Association (CTA) (co-sponsor), California Conference Board of the Amalgamated Transit Union (co-sponsor), California Teamsters Public Affairs Council, California Association for Coordinated Transportation (CALACT)</p> <p>Oppose: ACLU California Action, Los Angeles County Public Defenders Association</p>
<p>► AB 986 (Muratsuchi – D) State of emergency and local emergency: landslides and climate change.</p>	<p>Expands the definition of events qualifying for a state or local emergency to include landslides and preexisting conditions exacerbated by climate change.</p>	<p>INTRODUCED: 02/21/25 LOCATION: <i>Assembly Floor</i> HEARING: 06/03/25</p> <p>STATUS: 05/27/25 <i>In ASSEMBLY. Ordered to third reading.</i></p>	<p><i>Support</i></p> <p>Support: City of Rancho Palos Verdes (sponsor), League of California Cities, County Sanitation Districts of Los Angeles County</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1070 (Ward – D) Transit districts: governing boards: compensation: nonvoting members</p>	<p>Would require the governing board of a transit district to include two nonvoting members and four alternate nonvoting members. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations.</p>	<p>INTRODUCED: 03/17/25 LOCATION: <i>Assembly - 2 YEAR</i></p> <p>STATUS: <i>05/01/25</i> <i>In ASSEMBLY. Failed deadline pursuant to Rule 61(a)(2). May be acted upon January 2026.</i></p>	<p>Oppose (partial list)</p> <p>Oppose: CTA, Los Angeles County Metropolitan Transportation Authority (LA Metro), CALACT, Long Beach Transit, California Special Districts Association,</p> <p>Support: Move LA, Streets for All, California Teamsters Public Affairs Council</p>
<p>► SB 71 (Wiener – D) California Environmental Quality Act: exemptions: <i>environmental leadership</i> transit projects.</p>	<p>Creates the indefinite extension of existing California Environmental Quality Act exemptions for certain transportation-related projects, including transit operational changes, public transit service improvements, and infrastructure for zero-emission transit vehicles, while mandating that lead agencies determine project eligibility for these exemptions.</p>	<p>INTRODUCED: 01/14/25 LOCATION: <i>Senate Floor</i> HEARING: 06/03/25</p> <p>STATUS: <i>06/02/25</i> <i>In SENATE. Ordered to third reading.</i></p>	<p>Support (partial list)</p> <p>Support: CTA (co-sponsor), SPUR (co-sponsor), Bay Area Council (co-sponsor), LA Metro, MTC</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 364 (Strickland – R) Outdoor advertising displays: permits: new alignments.</p>	<p>Would streamline the permitting process for outdoor advertising displays along newly aligned highways.</p>	<p>INTRODUCED: 02/13/2025 LOCATION: <i>Assembly Desk</i></p> <p>STATUS: 05/29/25 <i>In ASSEMBLY. Read first time. Held at Desk.</i></p>	<p>Support</p> <p>Support: California State Outdoor Advertising Association, League of California Cities, City of Fountain Valley, <i>City of Tustin</i></p>
<p>► SB 741 (Blakespear – D) Coastal resources: coastal development permit: exemption: Los Angeles – San Diego – San Luis Obispo Rail Corridor.</p>	<p>Would expand the existing exemption from the California Coastal Act's coastal development permitting process to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles – San Diego – San Luis Obispo Rail Corridor.</p>	<p>INTRODUCED: 02/21/25 LOCATION: <i>Assembly Desk</i></p> <p>STATUS: 05/28/25 <i>In ASSEMBLY. Read first time. Held at Desk.</i></p>	<p><i>Oppose</i></p> <p>Support: <i>California Coastal Protection Network, City of Los Alamitos, Save Our Beaches – San Clemente, Surfrider Foundation</i></p> <p>Oppose: <i>Association of California Cities Orange County, Orange County Council of Governments</i></p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 752 (Richardson – D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>Would extend tax exemption on retailers for specified zero-emission technology transit buses until January 1, 2028.</p>	<p>INTRODUCED: 02/21/25 LOCATION: <i>Senate Committee on Appropriations</i></p> <p>STATUS: <i>05/23/25 In SENATE. Held in committee and under submission.</i></p>	<p>Support (partial list)</p> <p>Support: CTA (sponsor), Alameda-Contra Costa Transit District, <i>Foothill Transit, San Francisco Municipal Transportation Agency, Riverside Transit Agency, Metropolitan Transit System (San Diego)</i></p>

BILLS BEING MONITORED

AB 10 (Essayli), which pertained to the California Coastal Commission and consistency determinations, is no longer moving forward due to the author no longer serving in the Assembly. Therefore, this bill has been removed from the matrix.

AB 12 (Wallis), which pertained to regulations on low-carbon fuel standards, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 20 (DeMaio), which pertained to homelessness, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 23 (DeMaio, R) The Cost of Living Reduction Act of 2025.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 03/25/2025

Status: 03/26/2025 - Re-referred to Com. on U. & E.

Location: 03/24/2025 - Assembly Utilities and Energy

Summary: Current law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the Public Utilities Commission to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months.

AB 24 (DeMaio), which pertained to San Diego Association of Governments (SCAG)'s board of directors, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 35 (DeMaio), which pertained to clean hydrogen transportation projects, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 41 (Macedo), which pertained to retail gasoline prices and public disclosure, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 62 (McKinnor, D) Agency: racially motivated eminent domain.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 02/24/2025

Status: 05/29/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 57. Noes 4.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/29/2025 - Senate Rules

Summary: Current law establishes, until January 1, 2030, the Racial Equity Commission within the Office of Planning and Research and requires the commission to develop resources, best practices, and tools for advancing racial equity by, among other things, developing a statewide Racial Equity Framework that includes methodologies and tools that can be employed to advance racial equity and address structural racism in California. This bill would require the Office of Legal Affairs within the ____ Agency, to, upon appropriation by the Legislature, review, investigate, and make certain determinations regarding applications from persons who claim they are the dispossessed owner, as defined, of property taken as a result of racially motivated eminent domain. The bill would define "racially motivated eminent domain" to mean when the state, county, city, city and county, district, or other political subdivision of the state acquires private property for public use and does not distribute just compensation to the owner at the time of the taking, and the taking, or the failure to provide just compensation, was due, in whole or in part, to the owner's ethnicity or race. Upon a determination that providing property or just compensation is warranted, as provided, the bill would require the Office of Legal Affairs to certify that the dispossessed owner is entitled to the return of the taken property, as specified, or other publicly held property, as defined, of equal value, or financial compensation, as specified. Upon a determination that the dispossessed owner is entitled to other publicly held property of equal value, the bill would require the Office of Legal Affairs to solicit and select, as specified, a list of recommendations of publicly held properties that are suitable as compensation, as provided. Upon a rejection of the determination of the Office of Legal Affairs by the state or local agency that took property by racially motivated eminent domain, the bill would authorize the dispossessed owner, as specified, to bring an action to challenge the taking or the amount of compensation, as provided.

AB 259 (Rubio, Blanca, D) Open meetings: local agencies: teleconferences.

Introduced: 01/16/2025

Last Amended: 04/21/2025

Status: 05/14/2025 - Referred to Coms. on L. GOV. and JUD.

Location: 05/14/2025 - Senate Local Government

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. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030.

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

Introduced: 01/17/2025

Status: 05/07/2025 - Referred to Com. on TRANS.

Calendar: 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/07/2025 - Senate Transportation

Summary: The Freeway Service Patrol 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 authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into exclusive sponsorship agreements that allow for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo.

AB 267 (Macedo), which pertained to the Greenhouse Gas Reduction Fund, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 273 (Sanchez), which pertained to the Greenhouse Gas Reduction fund and high-speed rail, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 288 (McKinnor, D) Employment: labor organization.

Introduced: 01/22/2025

Last Amended: 04/21/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #53 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Under current law, PERB has the power and duty to investigate an unfair practice charge and to determine whether the charge is justified and the appropriate remedy for the unfair practice. This bill would expand PERB's jurisdiction by authorizing a worker, as defined, to petition PERB to vindicate prescribed rights, as specified. The bill would specify who is an authorized worker, including an individual who petitions the National Labor Relations Board to vindicate their rights to full freedom of association, self-organization, or designation of representatives of their own choosing but has not received a determination or remedy within specified statutory timeframes. The bill would authorize PERB to, among other things, decide unfair labor practice cases, as specified, and order all appropriate relief for a violation, including civil penalties. The bill would establish the Public Employment Relations Board Enforcement Fund (fund) in the State Treasury, require the above-described civil penalties to be deposited into the fund, and would make moneys in the fund available upon appropriation by the Legislature for PERB to fund increased workload. The bill would make related findings and declarations and make its provisions severable.

AB 289 (Haney, D) State highway work zone speed safety program.

Introduced: 01/22/2025

Last Amended: 05/05/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #54 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Current law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 75 speed safety systems on state highway construction or maintenance areas, as specified. The bill would require the department to adopt written guidelines for the use of speed safety systems before entering into an agreement regarding a speed safety system, purchasing or leasing equipment for a program, or implementing a program, and would require the department, in developing the guidelines, to consult with the Department of the California Highway Patrol and other relevant stakeholder organizations.

AB 314 (Arambula), which pertained to affordable housing project eligibility, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

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

Introduced: 01/28/2025

Last Amended: 05/12/2025

Status: 05/28/2025 - Referred to Coms. on TRANS. and JUD.

Location: 05/28/2025 - Senate Transportation

Summary: 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 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 license plate data, transponder data, or transaction data and that is required to implement interstate interoperability.

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

Introduced: 01/28/2025

Last Amended: 03/05/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #60 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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 351 (McKinnor, D) Campaign contributions: agency officers.

Introduced: 01/30/2025

Status: 04/30/2025 - In committee: Set, second hearing. Failed passage. Reconsideration granted.

Location: 02/18/2025 - Assembly Elections

Summary: The Political Reform Act of 1974 prohibits an officer of an agency from accepting, soliciting, or directing a contribution of more than \$500 from any party, participant, or a party or participant's agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency and for 12 months following the date a final decision is rendered in the proceeding, if the officer knows or has reason to know that the participant has a financial interest, as defined. The act also prohibits an officer of an agency from making, participating in making, or in any way attempting to use the officer's official position to influence the decision in a proceeding involving a license, permit, or other entitlement for use pending before the agency if the officer has willfully or knowingly received a contribution of more than \$500 within the preceding 12 months from a party or a party's agent, or from any participant or a participant's agent, if the officer knows or has reason to know that the participant has a financial interest in the decision, as defined. This bill would increase the contribution thresholds described above from \$500 to \$1500.

AB 357 (Alvarez, D) Coastal resources: coastal development permit application: higher education housing project.

Introduced: 01/30/2025

Last Amended: 04/30/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #66 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: The Coastal Act of 1976, which is administered by the California Coastal Commission, requires a person wishing to perform or undertake any development in the coastal zone to obtain a coastal development permit. This bill would require the commission to approve or deny a complete application for a coastal development permit for a student housing project or a faculty and staff housing project within 90 days of submittal, except as specified.

AB 370 (Carrillo, D) California Public Records Act: cyberattacks.

Introduced: 02/03/2025

Last Amended: 03/12/2025

Status: 05/28/2025 - Referred to Com. on JUD.

Calendar: 06/17/25 S-JUDICIARY 1:30 p.m. - 1021 O Street, Room 2100 UMBERG, THOMAS, Chair

Location: 05/28/2025 - Senate Judiciary

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Current law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format.

AB 382 (Berman, D) Pedestrian safety: school zones: speed limits.

Introduced: 02/03/2025

Last Amended: 04/07/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #72 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law establishes a prima facie speed limit of 25 miles per hour when approaching or passing a school building or grounds contiguous to a highway or when the school grounds are not separated from the highway, as specified. Current law authorizes a local authority, by ordinance or resolution, to reduce the prima facie speed limit based on an engineering and traffic survey, as specified. This bill would, notwithstanding the above provision and until January 1, 2029, authorize a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of 20 miles per hour in a school zone. The bill would, beginning on January 1, 2029, establish a prima facie speed limit of 20 miles per hour in a school zone, as defined, subject to specified conditions, including, among others, when a school speed limit sign states "children are present" and children are present, as defined, and when a school speed limit sign states specific hours, as specified.

AB 390 (Wilson, D) Vehicles: highway safety.

Introduced: 02/03/2025

Last Amended: 05/20/2025

Status: 05/20/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Calendar: 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/07/2025 - Senate Transportation

Summary: Current law requires a driver approaching, among others, a stationary marked Caltrans vehicle that is displaying flashing lights to approach with due caution and either change lanes to a lane not immediately adjacent to the vehicle, or, if unable to safely do so, slow to a reasonable and prudent speed, as specified. Current law makes a violation of that provision an infraction, punishable by a fine of not more than \$50. This bill would expand that requirement to apply to all marked highway maintenance vehicles, as defined, and would also make that requirement applicable to any other stationary vehicle displaying flashing hazard lights or another warning device, including, but not limited to, cones, flares, or retroreflective devices.

AB 394 (Wilson, D) Public transportation providers.

Introduced: 02/03/2025

Last Amended: 04/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #74 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider.

AB 399 (Boerner, D) Coastal resources: coastal development permits: blue carbon demonstration projects.

Introduced: 02/04/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #76 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: The California Coastal Act of 1976, among other things, requires anyone wishing to perform or undertake any development in the coastal zone, except as specified, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit from the California Coastal Commission or local government, as provided. This bill would authorize the commission to authorize blue carbon demonstration projects, as defined, in order to demonstrate and quantify the carbon sequestration potential of these projects to help inform the state's natural and working lands and climate resilience strategies.

AB 404 (Sanchez), which pertained to California Environmental Quality Act (CEQA) exemptions, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 406 (Bennett, D) Energy: transportation fuels assessment.

Introduced: 02/04/2025

Last Amended: 03/04/2025

Status: 05/14/2025 - Referred to Com. on E., U & C.

Location: 05/14/2025 - Senate Energy, Utilities and Communications

Summary: Current 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 related to transportation fuels to the Legislature, as specified. This bill would require the commission, beginning with the first assessment submitted after January 1, 2025, to propose recommendations for implementing solutions to mitigate any impacts described in the assessment, and would authorize the commission to request information from the State Air Resources Board, the Geologic Energy Management Division, and other relevant state agencies in preparing the recommendations and the assessment.

AB 434 (DeMaio), which pertained to battery energy storage facilities, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 439 (Rogers, D) California Coastal Act of 1976: local planning and reporting.

Introduced: 02/06/2025

Status: 05/07/2025 - Referred to Com. on N.R. & W.

Calendar: 06/10/25 S-NATURAL RESOURCES AND WATER 9 a.m. - 1021 O Street, Room 2100
LIMÓN, MONIQUE, Chair

Location: 05/07/2025 - Senate Natural Resources and Water

Summary: The Coastal Act generally requires each local government, as specified, to prepare a local coastal program, for certification by the California Coastal Commission. Current law also imposes an analogous requirement on port governing bodies to prepare port master plans, for certification by the commission. With regard to local coastal programs and port master plans, current law provides that an amendment determined to be de minimis by the executive director of the commission, after notice in the agenda of the next scheduled commission meeting, becomes a part of the certified program or plan 10 days after the commission meeting if 3 or more members of the commission do not object to the de minimis determination. This bill would make de minimis amendments to local coastal programs and port master plans effective upon adjournment of that meeting if 3 or more members of the commission do not object to the de minimis determination.

AB 440 (Ramos, D) Suicide prevention.

Introduced: 02/06/2025

Last Amended: 04/10/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #86 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law authorizes the State Department of Public Health to establish the Office of Suicide Prevention. Current law authorizes the office, if established, to perform certain functions, including, among others, conducting state-level assessment of regional and statewide suicide prevention policies and practices and reporting on progress to reduce rates of suicide. This bill would require the office to work with the Department of Transportation to identify cost-effective strategies to reduce suicides and suicide attempts on the state's bridges and roadways.

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

Introduced: 02/06/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #87 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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 462 (Lowenthal, D) Land use: accessory dwelling units.

Introduced: 02/06/2025

Last Amended: 05/13/2025

Status: 05/13/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on N.R. & W.

Location: 04/23/2025 - Senate Natural Resources and Water

Summary: Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned for single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Current law prohibits a local agency from issuing a certificate of occupancy for an accessory dwelling unit before the local agency issues a certificate of occupancy for the primary dwelling. This bill, notwithstanding that prohibition, would require a local agency to issue a certificate of occupancy for an accessory dwelling unit constructed in a county that is subject to a proclamation of a state of emergency made by the Governor on or after February 1, 2025, even if the primary dwelling has not yet been issued a certificate of occupancy, if certain requirements are met, including that the primary dwelling was substantially damaged or destroyed by an event referenced in the state of emergency proclamation.

<p><i>AB 513 (Gonzalez), which pertained to the California Global Warming Solutions Act of 2006, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.</i></p>

AB 544 (Davies, R) Electric bicycles: required equipment.

Introduced: 02/11/2025

Last Amended: 03/24/2025

Status: 05/21/2025 - Referred to Com. on TRANS.

Calendar: 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/21/2025 - Senate Transportation

Summary: Current law requires a bicycle operated during darkness on a highway, sidewalk, or bikeway to be equipped with, among other things, a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. Current law defines "bicycle" for these purposes to, among other things, include an electric bicycle. Current 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 and categorizes electric bicycles into 3 classes. A violation of the provisions relating to the requirements for equipping a bicycle or an electric bicycle is punishable as an infraction. This bill would require an electric bicycle during all hours to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

AB 545 (Davies, R) Vehicles: electric bicycles.

Introduced: 02/11/2025

Last Amended: 03/24/2025

Status: 05/21/2025 - Referred to Com. on TRANS.

Calendar: 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/21/2025 - Senate Transportation

Summary: Current 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, among other things, 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 current 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 current law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that, in pertinent part, 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. Current law prohibits a person from selling a product or device that can modify the speed capability of an electric bicycle so that it no longer meets the definition of an electric bicycle. This bill would also prohibit a person from selling an application that can modify the speed capability of an electric bicycle.

AB 513 (549), which pertained to human trafficking, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 555 (Jackson), which pertained to transportation fuel costs, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 569 (Stefani), which pertained to supplemental defined benefit plans, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 591 (Caloza), which pertained to mutual aid, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 596 (McKinnor, D) Occupational safety: face coverings.

Introduced: 02/13/2025

Last Amended: 03/10/2025

Status: 05/28/2025 - Referred to Com. on L., P.E. & R.

Calendar: 06/11/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

Location: 05/28/2025 - Senate L., P.E. & R.

Summary: Until February 3, 2025, current regulations promulgated by the Occupational Safety and Health Standards Board, in all areas of employment except as specified, prohibit an employer from preventing any employee from wearing a face covering, including a respirator, as specified, unless it would create a safety hazard. Current regulations define various terms for purposes of this prohibition. This bill would prohibit an employer from preventing any employee from wearing a face covering, including a respirator, unless it would create a safety hazard. Consistent with the above-referenced regulations, the bill would define terms for purposes of these provisions.

AB 612 (Rogers), which pertained to updating the Highway Design Manual, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 614 (Lee), which pertained to claims against public entities, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 623 (Dixon), which pertained to coastal development permit exemptions, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 658 (Gonzalez), which pertained to registration fees for vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 697 (Wilson, D) Protected species: authorized take: State Route 37 project.

Introduced: 02/14/2025

Last Amended: 05/06/2025

Status: 05/15/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #22 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/15/2025 - Assembly THIRD READING

Summary: This bill would permit the Department of Fish and Wildlife to authorize, under the California Endangered Species Act, the incidental take of specified fully protected species resulting from impacts attributable to a specified project on State Route 37, if certain conditions are met, including, among others, the conditions required for the issuance of an incidental take permit.

AB 699 (Stefani, D) Elections: local tax measures.

Introduced: 02/14/2025

Last Amended: 05/05/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #145 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Under current law, if a proposed local measure imposes a tax or raises the rate of a tax, the ballot must include the amount of money to be raised annually by the tax and the rate and duration of the tax. If the measure imposes or increases a tax with more than one rate or authorizes the issuance of bonds, this bill would allow the local government or initiative proponents submitting the measure to the voters to direct the elections official to include on the ballot a statement directing the voters to the county voter information guide for tax rate information, in lieu of providing the information described above. If the local government or initiative proponents choose to direct voters to the county voter information guide, the bill would require local elections officials to mail a measure information statement with the sample ballot for the election. The bill would require the measure information statement to include, among other things, a description of the purpose of the tax and how the revenue will be spent, a list of all tax rates expected to apply, and the duration of the tax.

AB 719 (Calderon), which pertained to county emergency plans, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 734 (Schultz, D) Environmental protection: biological resources data: State Energy Resources Conservation and Development Commission: powerplants: power lines: applications.

Introduced: 02/18/2025

Last Amended: 04/21/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #153 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law vests the State Energy Resources Conservation and Development Commission with the power to certify locations on which an electrical transmission line or thermal powerplant is constructed, or is proposed to be constructed, except as provided. Current law authorizes the commission to exempt from certification a thermal powerplant with a generating capacity of up to 100 megawatts, and modifications to existing generating facilities that do not add capacity in excess of 100 megawatts, if the commission finds that no substantial adverse impact on the environment or energy resources will result from the construction or operation of the proposed facility or from the modifications. This bill would require any biological resources data submitted to the commission in an application for certification or small powerplant exemption pursuant to the above-described provisions to be made publicly available on the commission's docket as part of the certification proceeding unless the Department of Fish and Wildlife makes a written determination that the data to be made public includes specified location data, the disclosure of which would pose a significant risk to individuals of the species. The bill would require the department, if it makes that determination, to include in the written determination an assessment of the maximum amount of the specified data that can be released without posing a risk to the species.

AB 735 (Carrillo, D) Planning and zoning: logistics use: truck routes.

Introduced: 02/18/2025

Last Amended: 04/24/2025

Status: 05/15/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #23 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/15/2025 - Assembly THIRD READING

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. Existing 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.

AB 810 (Irwin), which pertained to local governments' internet websites and email addresses, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 830 (Rogers, D) State highways: encroachment permits: relocating or removing encroachments: public utility districts: County of Mendocino.

Introduced: 02/19/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #371 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Existing law establishes the Department of Transportation and vests it with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law authorizes the department to issue written permits to, among other things, place, change, or renew an encroachment. Existing law requires a permit issued to a county, city, public corporation, or political subdivision that is authorized by law to establish or maintain any works or facilities in, under, or over any public highway, to contain a provision that, in the event the future improvement of the highway necessitates the relocation or removal of the encroachment, the permittee will relocate or remove the encroachment at the permittee's sole expense, as provided. This bill would exempt a public utility district in the County of Mendocino with a ratepayer base of 5,000 households or fewer from the above-described provision and instead would require the department to bear the sole expense of relocating or removing the public utility district's encroachment in the event a future improvement of the highway necessitates the relocation or removal of the encroachment and to notify the public utility district at each stage of a project that necessitates the relocation or removal of the public utility district's encroachment. This bill contains other related provisions.

AB 840 (Ta), which pertained to outdoor advertising displays, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 861 (Solache), which pertained to the Los Angeles Community College District's transportation, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 875 (Muratsuchi, D) Vehicle removal.

Introduced: 02/19/2025

Last Amended: 04/21/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: Current law authorizes a peace officer or a regularly employed and salaried employee who is engaged in directing traffic or enforcing parking laws and regulations to remove a vehicle when, among other things, the officer arrests a person driving or in control of a vehicle for an alleged offense, and the officer is, by the Vehicle Code or other law, required or permitted to take, and does take, the person into custody. This bill would additionally authorize a peace officer to remove a vehicle that (1) has fewer than 4 wheels, but that does not meet the definition of an electric bicycle, if that vehicle is powered by an electric motor capable of exclusively propelling the vehicle in excess of 20 miles per hour on a highway and is being operated without a current vehicle registration or by an operator without a current license to operate the vehicle, or (2) is a class 3 electric bicycle being operated by a person under 16 years of age. The bill would authorize a city, county, or city and county to adopt a regulation, ordinance, or resolution imposing charges equal to its administrative costs relating to the removal, seizure, and storage costs of the vehicle, as provided.

AB 883 (Lowenthal), which pertained to personal information of elected and appointed officials, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 889 (Hadwick, R) Prevailing wage: per diem wages.

Introduced: 02/19/2025

Status: 05/21/2025 - Referred to Com. on L., P.E. & R.

Calendar: 06/11/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

Location: 05/21/2025 - Senate L., P.E. & R.

Summary: Current law requires workers employed on public works to be paid not less than the general prevailing rate of per diem wages for work of a similar character in the locality that the public work is performed, as prescribed, unless an exception applies. Current law requires the Director of the Department of Industrial Relations to determine the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed. Under current law, per diem wages include certain employer payments made pursuant to a collective bargaining agreement or for a program or committee established under the federal Labor Management Cooperation Act of 1978, as specified. Current law provides that these payments are a credit against the obligation to pay the general prevailing rate of per diem wages. Current law requires the credit for employer payments to be computed on an annualized basis where the employer seeks credit for employer payments that are higher for public works projects than for private construction performed by the same employer, except under certain circumstances, including a determination by the director that annualization would not serve the purposes of the provisions relating to public works projects. This bill would remove that exception and revoke annualization exemptions authorized by the director prior to January 1, 2026. The bill would authorize an employer to take full credit for the hourly amounts contributed to defined contribution pension plans that provide for both immediate participation and immediate vesting even if the employer contributes at a lower rate or does not make contributions to private construction. The bill would require the employer to prove that the credit for employer payments was calculated properly.

AB 891 (Zbur, D) Transportation: Quick-Build Project Pilot Program.

Introduced: 02/19/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #189 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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

AB 902 (Schultz, D) Transportation projects: barriers to wildlife movement.

Introduced: 02/19/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #377 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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. The bill would exempt a project on the state highway system from this requirement if Caltrans is the lead agency.

AB 905 (Pacheco), which pertained to state general obligation bonds, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 911 (Carrillo, D) Emergency telecommunications medium- and heavy-duty zero-emission vehicles.

Introduced: 02/19/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #193 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: The State Air Resources Board has adopted the Advanced Clean Fleets Regulations, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles, as provided. This bill would exempt emergency telecommunications vehicles owned or purchased by emergency telecommunications service providers that are used to participate in the federal Emergency Alert System, to provide access to 911 emergency services, or to provide wireless connectivity during service outages from specified requirements in the above-described regulations.

AB 914 (Garcia, D) Air pollution: indirect sources.

Introduced: 02/19/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #378 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Existing law authorizes an air district to adopt a schedule of fees to be assessed on indirect sources of emissions to recover the costs of district programs related to these sources. This bill would require the state board, if necessary to carry out that duty to achieve those ambient air quality standards, to adopt and enforce rules and regulations applicable to indirect sources of emissions. The bill would require the state board to establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations and would require the fees to be deposited in the Air Pollution Control Fund and made available to the state board upon appropriation by the Legislature. The bill would require each air district, no later than 120 days after the adoption by the state board of indirect source regulations, to determine if the district or the state board will implement and enforce those regulations within its jurisdiction, as specified. The bill would require the state board to annually prepare a presentation on the impacts and effects of any indirect source regulations that it adopts and to post that presentation on its internet website. This bill contains other related provisions and other existing laws.

AB 939 (Schultz, D) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.

Introduced: 02/19/2025

Status: 03/10/2025 - Referred to Com. on TRANS.

Location: 03/10/2025 - Assembly Transportation

Summary: Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.

AB 954 (Bennett, D) State transportation improvement program: bicycle highway pilot program.

Introduced: 02/20/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #201 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law establishes the state transportation improvement program (STIP) process, pursuant to which the California Transportation Commission programs, on a biennial basis, available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, for the 5-year period of the STIP, based on the interregional transportation improvement program (ITIP) prepared by the Department of Transportation and the regional transportation improvement programs (RTIP) prepared by regional transportation planning agencies. This bill would require the department to prepare a proposal for the development, including the selection, of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California's major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP, as specified.

AB 963 (Petrie-Norris, D) Public works: prevailing wages: access to records.

Introduced: 02/20/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #207 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Current law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Current law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual's name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual's full social security number, as specified. This bill would require an owner or developer, as defined, undertaking any public works project to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. The bill would also apply this requirement to an owner or developer that undertakes a development project that includes work subject to the requirements of public works.

AB 965 (Dixon, R) Vehicles: electric bicycles.

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: Current 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, among other things, 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 current 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 current law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that, in pertinent part, 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. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. A violation of this provision is punishable as an infraction. This bill would prohibit a person from selling a class 3 electric bicycle to a person under 16 years of age and would make a violation of that prohibition an infraction punishable by a fine not to exceed \$250.

AB 978 (Hoover, R) Department of Transportation and local agencies: streets and highways: recycled materials.

Introduced: 02/20/2025

Last Amended: 04/01/2025

Status: 05/21/2025 - Referred to Com. on TRANS.

Calendar: 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/21/2025 - Senate Transportation

Summary: Current law requires a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to apply standard specifications that allow for the use of recycled materials in streets and highways, except as provided. Current law requires, until January 1, 2027, those standard specifications to allow recycled materials at or above the level allowed in the department's standard specifications that went into effect on October 22, 2018, for specified materials. This bill would indefinitely require a local government's standard specifications to allow recycled materials at a level no less than the level allowed in the department's specifications for those specified materials. If a local agency's standard specifications do not allow for the use of recycled materials at a level that is equal to or greater than the level allowed in the department's standard specifications on the basis that the use of those recycled materials at those levels is not feasible, the bill would require the local agency to provide the reason for that determination upon request. By increasing the duties of local agencies, the bill would impose a state-mandated local program.

AB 986 (Muratsuchi, D) State of emergency and local emergency: landslides and climate change.

Introduced: 02/20/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #382 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Existing law, the California Emergency Services Act, authorizes the Governor to declare a state of emergency, and local officials and local governments to declare a local emergency, when specified conditions of disaster or extreme peril to the safety of persons and property exist, and authorizes the Governor or the appropriate local government to exercise certain powers in response to that emergency. Existing law defines 3 conditions or degrees of emergency for purposes of these provisions. This bill would additionally include a landslide among those conditions constituting a state of emergency or local emergency.

AB 996 (Pellerin, D) Public Resources: sea level rise plans.

Introduced: 02/20/2025 (Spot bill)

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #384 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law requires local governments lying in whole or in part within the coastal zone or within the jurisdiction of the San Francisco Bay Conservation and Development Commission to, on or before January 1, 2034, develop a sea level rise plan with specified required content as part of a local coastal program that is subject to approval by the California Coastal Commission or the San Francisco Bay Conservation and Development Commission. This bill would authorize the applicable commission, when approving a local coastal plan or an amendment to a local coastal plan, to deem existing sea level rise information or plans prepared by a local government to satisfy the content requirements for a sea level rise plan.

AB 1014 (Rogers, D) Traffic safety: speed limits.

Introduced: 02/20/2025

Last Amended: 04/08/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 67. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: Current law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation, by regulation, to require speed limits to be rounded up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. Current law authorizes a local authority to additionally lower the speed limit in specified circumstances, or retain the currently adopted speed limit in certain circumstances. This bill would authorize the department to additionally lower or retain the speed limit in those specified circumstances.

AB 1015 (Patel), which pertained to discrimination and harassment prevention training, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

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

Introduced: 02/20/2025

Last Amended: 05/01/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #212 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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 decisionmaking and materially impacts natural persons. This bill would require a developer of a covered ADS, as defined, to take certain actions, including conduct performance evaluations of the covered ADS and provide deployers to whom the developer transfers the covered ADS with certain information, including the results of those performance evaluations.

AB 1022 (Kalra), which pertained to the authority to remove vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1058 (Gonzalez, Jeff, R) Motor Vehicle Fuel Tax Law: suspension of tax.

Introduced: 02/20/2025

Status: 03/10/2025 - Referred to Com. on TRANS.

Location: 03/10/2025 - Assembly Transportation

Summary: The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

AB 1067 (Quirk-Silva, D) Public employees' retirement: felony convictions.

Introduced: 02/20/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #397 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: The California Public Employees' Pension Reform Act of 2013 requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. Current law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Current law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct arising out of or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to continue the investigation even if the public employee retires while under investigation, if the investigation indicates that the public employee may have committed a crime. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency, and would then authorize the public employer to close the investigation.

AB 1070 (Ward), which pertained transit districts' nonvoting members, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1085 (Stefani, D) License plates: obstruction or alteration.

Introduced: 02/20/2025

Last Amended: 04/08/2025

Status: 05/28/2025 - Referred to Coms. on TRANS. and PUB. S.

Calendar: 06/10/25 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/28/2025 - Senate Transportation

Summary: Current law prohibits a person from erasing the reflective coating of, painting over the reflective coating of, or altering a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. Current law prohibits a person from installing or affixing on a vehicle a casing, shield, frame, border, product, or other device that obstructs or impairs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified. Current law also prohibits the sale of a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate by visual means, or by an electronic device in violation of the above-described provisions. A conviction for a violation of this provision is punishable by a fine of two hundred fifty dollars \$250 per item sold or per violation. A violation of the Vehicle Code is a crime. This bill would further prohibit a person from installing or affixing a shade or tint that obstructs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified.

AB 1091 (Gallagher), which pertained to license plates, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1114 (Ávila Fariás, D) Emergency vehicles: fee and toll exemptions.

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: Current 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 and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and a public agency identification, such as "Police." This bill would extend the exemption from fees imposed under the Vehicle Code to a vehicle owned by a public or private entity used as an authorized emergency vehicle, as defined. The bill would include in the exemption of an authorized emergency vehicle exempt from the payment of a toll or charge a vehicle displaying an exempt license plate and "Ambulance."

AB 1132 (Schiavo), which pertained to climate change vulnerability assessments, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1141 (Lee, D) Alameda-Contra Costa Transit District: board of directors: election: compensation.

Introduced: 02/20/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: Existing law establishes procedures for the formation of the Alameda-Contra Costa Transit District and specifies the powers and duties of the transit district. Existing law vests the government of the district in a board of directors comprised of 7 directors, one from each ward, and 2 elected at large. Existing law requires a nomination paper for a candidate seeking election to a directorship to be signed by 50 voters, if seeking to be elected by ward, and by 100 voters, if seeking to be elected at large. Existing law provides 4-year terms for directors, as specified. Existing law contains obsolete requirements governing the term lengths for directors elected at the initial election following the formation of the district. This bill would eliminate directors at large and would instead require all 7 directors to be elected from wards. The bill would specify the terms of office for the directors elected at the November 3, 2026, and November 7, 2028, statewide general elections. The bill would repeal the obsolete provisions governing the initial election. To the extent this bill would increase the district's duties, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 1145 (Gonzalez, Jeff, R) State highways: safety: State Highway Route 74: report.

Introduced: 02/20/2025 (Spot bill)

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #405 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Would require the Department of Transportation, on or before December 31, 2027, to conduct a study on highway safety on State Highway Route 74. The bill would require the study to collect specified data over the preceding 10 years, as provided, and to develop recommendations to improve highway safety on State Highway Route 74, including recommendations on how to address enforcement facility bypassing on roadways other than State Highway Route 74, as specified. The bill would require the department to report its findings and recommendations to the Legislature on or before December 31, 2027. The bill would repeal these provisions as of January 1, 2029.

AB 1223 (Nguyen, D) Local Transportation Authority and Improvement Act: Sacramento Transportation Authority.

Introduced: 02/21/2025 (Spot bill)

Last Amended: 04/30/2025

Status: 05/28/2025 - Referred to Coms. on TRANS. and REV. & TAX.

Location: 05/28/2025 - Senate Transportation

Summary: The Local Transportation Authority and Improvement Act authorizes a county board of supervisors to create or otherwise designate a local transportation authority in the county that may impose a transactions and use tax for transportation purposes subject to voter approval and other specified requirements. Pursuant to that authority, the county board of supervisors of the County of Sacramento created the Sacramento Transportation Authority (STA). This bill would provide that the allowable expenditure categories for revenues from a tax imposed by STA include the construction, modernization, and improvement of infrastructure, as defined, that supports infill or transit-oriented development in areas nominated by local governments, and included in regionally adopted plans that advance state greenhouse gas emissions reduction objectives, as specified.

AB 1237 (McKinnor, D) Ticket sellers: event tickets: transit tickets.

Introduced: 02/21/2025

Last Amended: 05/29/2025

Status: 05/29/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Location: 05/28/2025 - Senate Transportation

Summary: Would require a ticket seller or a person who resells a ticket to a sporting, musical, theatre, or any other entertainment event located at a venue with a capacity of more than 1,000 persons to also, at the time that a ticket is purchased, give the consumer the option to purchase an all-day ticket from a transit provider that offers service to the venue during the time of the event, as specified. The bill would also require the Department of Transportation to prepare a study of additional transit sales generated pursuant to these provisions and report its findings to the Legislature on or before December 31, 2032. The bill would provide that a violation of the bill's provisions do not constitute a crime.

AB 1243 (Addis, D) Polluters Pay Climate Superfund Act of 2025.

Introduced: 02/21/2025

Last Amended: 04/10/2025

Status: 04/29/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 04/22/2025 - Assembly Judiciary

Summary: The California Climate Crisis Act declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period.

AB 1244 (Wicks, D) California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.

Introduced: 02/21/2025

Last Amended: 04/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #257 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.

AB 1250 (Papan, D) Transit operators: paratransit: recertification of eligibility.

Introduced: 02/21/2025

Last Amended: 04/10/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 percent sales tax in each county are, among other things, available for allocation by the transportation planning agency to transit operators and for community transit services. Current law requires a transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. This bill would prohibit, on and after January 1, 2027, those transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility, unless the person has a temporary eligibility or there is a review to broaden the person's eligibility, as specified. The bill would require a temporary eligibility to be valid for 180 days or until the date indicated by the person's medical professional, as specified. The bill would prohibit renewal of temporary eligibility more than 6 consecutive times. To the extent the bill would impose additional duties on a local agency, it would impose a state-mandated local program.

AB 1268 (Macedo, R) Motor Vehicle Fuel Tax Law: adjustment suspension.

Introduced: 02/21/2025

Status: 03/10/2025 - Referred to Com. on TRANS.

Location: 03/10/2025 - Assembly Transportation

Summary: The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families.

AB 1275 (Elhawary, D) Regional housing needs: regional transportation plan.

Introduced: 02/21/2025 (Spot bill)

Last Amended: 04/24/2025

Status: 05/23/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/23/2025 - Senate Rules

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries and requires the general plan to include, among other mandatory elements, a housing element, and requires the housing element to include, among other things, an inventory of land suitable and available for residential development. Current law requires, for the 4th and subsequent revisions of the housing element, the department to determine the existing and projected need for housing for each region, as specified. Current law requires the department, in consultation with the council of governments, to determine the existing and projected need of housing for each region at least 2 years prior to the scheduled revision of the housing element, as provided. Current law requires the department to meet and consult with the council of governments regarding the assumptions and methodology to be used to determine the region's housing needs at least 26 months prior to the scheduled revision of the housing element, as provided. This bill, except as specified, would extend the above-described timeline for the department to determine the existing and projected need of housing for each region from 2 years to 3 years prior to the scheduled revision of the housing element, and the above-described timeline to meet and consult with a council of governments from at least 26 months to at least 38 months prior to the scheduled revision of the housing element, respectively.

AB 1286 (Boerner, D) Political Reform Act of 1974: prospective employment.

Introduced: 02/21/2025 (Spot bill)

Last Amended: 04/10/2025

Status: 05/06/2025 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/06/2025 - Senate Rules

Summary: The Political Reform Act of 1974 requires specified public officials to file statements disclosing their investments and interests in real property on the date they assume office, and income received during the 12 months before assuming office, and to file subsequent statements at intervals specified by regulations of the Fair Political Practices Commission and upon leaving office. This bill would also require those public officials to disclose arrangements for prospective employment according to specified deadlines. The bill would define "arrangement for prospective employment" as an agreement pursuant to which a prospective employer's offer of employment has been accepted by the prospective employee.

<p><i>AB 1290 (Wilson), which pertained to the High-Speed Rail Authority, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.</i></p>
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AB 1300 (Caloza), which pertained to state and local government data privacy, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1326 (Ahrens, D) Masks: individual or public health.

Introduced: 02/21/2025

Last Amended: 04/03/2025

Status: 05/21/2025 - Referred to Coms. on HEALTH and JUD.

Location: 05/21/2025 - Senate Health

Summary: Current law sets forth various provisions on the wearing of a mask for health purposes. These circumstances include, among others, a statewide stockpile of personal protective equipment (PPE) in the event of a pandemic, wildfire smoke event, or other health emergency; employer-supplied PPE to employees who provide direct patient care in a general acute care hospital; employees of commercial cannabis businesses wearing a mask for respiration; and providing peace officers with an appropriate portable manual mask and airway assembly for use when applying cardiopulmonary resuscitation to prevent the spread of communicable disease. Under this bill, an individual would have the right to wear a mask on their face in a public place for the purpose of protecting their individual health or the public health, with regard to communicable disease, air quality, or other health factors. The bill would define a mask and a public place for purposes of this provision

AB 1331 (Elhawary, D) Workplace surveillance.

Introduced: 02/21/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #420 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

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 off-duty areas, as specified. The bill would provide workers with the right to disable or leave behind workplace surveillance tools that are on their person or in their possession during off-duty hours, as specified.

AB 1337 (Ward, D) Information Practices Act of 1977.

Introduced: 02/21/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #421 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 1340 (Wicks, D) Transportation network company drivers: labor relations.

Introduced: 02/21/2025

Last Amended: 05/27/2025

Status: 05/28/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #437 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/28/2025 - Assembly THIRD READING

Summary: The Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election (the initiative), categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Current law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Current case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. This bill, the Transportation Network Company Drivers Labor Relations Act, would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations of their own choosing to engage in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. The bill would provide that TNC drivers also have the right to refuse to join or participate in the activities of TNC driver organizations. The bill would require the board to enforce these provisions.

AB 1371 (Sharp-Collins), which pertained to occupational safety and health, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1372 (Papan), which pertained to renewable electrical generation facilities, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1379 (Nguyen), which pertained to a speed safety system pilot program, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1383 (McKinnor), which pertained to public employees' retirement benefits, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1399 (Hoover), which pertained to encroachment permits, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1421 (Wilson), which pertained to the Road Usage Charge Technical Advisory Committee, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

AB 1423 (Irwin, D) Transportation electrification: charging station uptime: regulations: violations.

Introduced: 02/21/2025

Last Amended: 04/10/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #293 A-THIRD READING FILE - ASSEMBLY BILLS

Location: 05/27/2025 - Assembly THIRD READING

Summary: Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the Public Utilities Commission (PUC), to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations. Current law requires that the uptime recordkeeping and reporting standards only apply to electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers, apply for a minimum of 6 years, and apply to electric vehicle chargers and charging stations installed on or after January 1, 2024. This bill would delete the latter requirement. The bill would instead require the above uptime recordkeeping and reporting standards, for electric vehicle chargers and charging stations installed on or after January 1, 2024, to also apply to electric vehicle chargers and charging stations that were installed with moneys from specified consent decrees among the State Air Resources Board, Volkswagen AG, and the United States Department of Justice, as specified.

ACA 7 (Jackson, D) Government preferences.

Introduced: 02/13/2025

Last Amended: 05/07/2025

Status: 05/23/2025 - In committee: Hearing postponed by committee.

Location: 05/14/2025 - Assembly 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.

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.

SB 2 (Jones, R) Low-carbon fuel standard: regulations.

Introduced: 12/02/2024

Last Amended: 03/12/2025

Status: 03/19/2025 - March 19 set for first hearing. Failed passage in committee. (Ayes 3. Noes 2.)
Reconsideration granted.

Location: 01/29/2025 - Senate Environmental Quality

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources 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. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024, or as subsequently adopted, as specified. This bill would declare that it is to take effect immediately as an urgency statute.

SB 7 (McNerney, D) Employment: automated decision systems.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 05/01/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #68 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

Summary: Current 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. Current 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 require an employer, or a vendor engaged by the employer, to provide a written notice that an ADS, for the purpose of making employment-related decisions, not including hiring, is in use at the workplace to all workers that will be directly or indirectly affected by the ADS, as specified. The bill would require the employer or vendor to maintain a list of all ADS currently in use and would require the notice to include the updated list. The bill would require an employer or vendor to notify, as provided, a job applicant that the employer utilizes an ADS in hiring decisions. The bill would prohibit an employer or vendor from using an ADS that does certain functions and would limit the purposes and manner in which an ADS may be used to make decisions. The bill would require an employer to allow a worker to access data collected or used by an ADS and to correct errors in data, as specified.

SB 10 (Padilla, D) Otay Mesa East Toll Facility Act: toll revenues.

Introduced: 12/02/2024

Last Amended: 03/13/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #69 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

Summary: The Otay Mesa East Toll Facility Act authorizes the San Diego Association of Governments (SANDAG) to carry out a construction project for the State Highway Route 11 corridor, including, among other things, highway improvements and international border crossing facilities, to be operated as a toll facility. Current law authorizes SANDAG to fix and revise from time to time and charge and collect tolls and other charges for entrance to or the use of the corridor, as provided. Current law authorizes toll revenues to be used for specified costs, including, among other things, payments of a cooperative tolling agreement with the federal government of Mexico. This bill would, consistent with applicable federal and state laws, authorize those toll revenues to additionally be used to assist in the maintenance of the South Bay International Boundary and Water Commission sewage treatment facility and the development of additional sanitation infrastructure projects related to the Tijuana River pursuant to an agreement with the federal government.

SB 30 (Cortese, D) Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 05/05/2025

Status: 05/28/2025 - Read third time. Passed. (Ayes 28. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2025 - Assembly DESK

Summary: Would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of that equipment from the prohibition if certain criteria are satisfied, including, among others, that the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives and the public entity certifies that the transaction will lead to a net air quality benefit where the receiving entity will be using the equipment.

SB 34 (Richardson, D) Air pollution: South Coast Air Quality Management District: mobile sources: public seaports.

Introduced: 12/02/2024

Last Amended: 04/30/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 6. Noes 0.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #73 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

Summary: Current law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Current law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Current law requires the district to adopt rules and regulations to carry out the south coast district air quality management plan that are not in conflict with state and federal laws and rules and regulations and requires those rules and regulations to provide for indirect source controls under certain circumstances. Pursuant to its authority, the district has proposed Rule 2304, which would require the Ports of Long Beach and Los Angeles to each develop a comprehensive plan for charging and fueling infrastructure for equipment, vehicles, and vessels used in port operations and whose source of propulsion energy or other use of energy, or both, is not, or is not primarily, derived from combustion of conventional fuels. In the event the board of the district takes an action to amend or adopt that proposed rule or takes one of specified similar actions regarding an operation or marine terminal facility at a public seaport, this bill would require the action to, among other things, require those ports to prepare assessments of energy demand and supply, cost estimates, and funding source, workforce, and environmental impacts and create a process by which those ports can request extensions to the timelines developed to achieve the action's targets. The bill would also prohibit the action from, among other things, imposing a cap on cargo throughput or limiting operations at the ports. The bill would repeal its provisions on January 1, 2036.

SB 63 (Wiener, D) San Francisco Bay area: local revenue measure: transportation funding.

Introduced: 01/09/2025 (Spot bill)

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #155 S-SENATE BILLS -THIRD READING FILE

Location: 05/27/2025 - Senate THIRD READING

Summary: (1)Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other related provisions and other existing laws.

SB 71 (Wiener, D) California Environmental Quality Act: exemptions: environmental leadership transit projects.

Introduced: 01/14/2025

Last Amended: 05/29/2025

Status: 05/29/2025 - Read third time and amended. Ordered to second reading.

Calendar: 06/02/25 #16 S-SENATE BILLS - SECOND READING FILE

Location: 05/29/2025 - Senate SECOND READING

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, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program.

SB 73 (Cervantes, D) California Environmental Quality Act: exemptions.

Introduced: 01/15/2025

Status: 05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 1/29/2025)(May be acted upon Jan 2026)

Location: 05/01/2025 - Senate 2 YEAR

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also 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 exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt.

SB 73 (Cervantes), which pertained to California Environmental Quality Act (CEQA) exemptions, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

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: 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

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 78 (Seyarto, R) Department of Transportation: report: state highway system: safety enhancements.

Introduced: 01/15/2025

Last Amended: 04/02/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

Summary: Would require the Department of Transportation to prepare a report to identify the types of safety enhancements that could be implemented on the state highway system, the common factors, if any, contributing to the delay in delivering those safety enhancements, and strategies to expedite safety enhancements on the state highway system. The bill would require the department to submit the report to the Legislature on or before January 1, 2027.

SB 94 (Strickland, R) Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.

Introduced: 01/23/2025

Last Amended: 03/26/2025

Status: 04/23/2025 - April 23 set for first hearing. Failed passage in committee. (Ayes 1. Noes 4.)
Reconsideration granted.

Location: 04/03/2025 - Senate Environmental Quality

Summary: The California Global Warming Solutions Act of 2006 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. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes, as specified. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, and until December 31, 2030, would require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the Motor Vehicle Fuel Account.

SB 222 (Wiener, D) Climate disasters: civil actions.

Introduced: 01/27/2025

Last Amended: 03/28/2025

Status: 04/08/2025 - April 8 set for first hearing. Failed passage in committee. (Ayes 5. Noes 2.)
Reconsideration granted.

Location: 02/05/2025 - Senate Judiciary

Summary: Current law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act or omission of another, existing law authorizes them to recover compensation from the person at fault, which is known as damages. This bill would authorize a person who suffered physical harm to their person or property totaling at least \$10,000 to bring a civil action against a party responsible for a climate disaster to recover damages, restitution, specified costs, and other appropriate relief. The bill would make responsible parties jointly, severally, and strictly liable to a plaintiff for damages and restitution.

<p><i>SB 231 (Seyarto), which pertained to the Office of Land Use and Climate Innovation: technical advisory, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.</i></p>
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SB 239 (Arreguín, D) Open meetings: teleconferencing: subsidiary body.

Introduced: 01/30/2025

Last Amended: 04/07/2025

Status: 05/08/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #51 S-SENATE BILLS -THIRD READING FILE

Location: 05/08/2025 - Senate THIRD 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. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified.

SB 240 (Jones), which pertained to San Diego Association of Governments (SANDAG)'s board of directors, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 262 (Wahab, D) Housing element: prohousing designations: prohousing local policies.

Introduced: 02/03/2025

Last Amended: 05/29/2025

Status: 05/29/2025 - Read third time and amended. Ordered to second reading.

Calendar: 06/02/25 #2 S-SENATE BILLS - SECOND READING FILE

Location: 05/29/2025 - Senate SECOND READING

Summary: Current law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with provisions of the Planning and Zoning Law. Current law requires the department to designate jurisdictions as prohousing pursuant to emergency regulations adopted by the department, as prescribed. Current law requires that jurisdictions that are prohousing and that are in substantial compliance with specified provisions be awarded additional points or preference in the scoring of applications for specified state programs. Current law defines "prohousing local policies" for these purposes and specifies a nonexhaustive list of examples of those policies, including local financial incentives for housing and adoption of zoning allowing for use by right for residential and mixed-use development. This bill would include in the definition of "prohousing local policies" policies that keep people housed and would include additional examples of prohousing local policies under the above-described provisions, as specified.

SB 272 (Becker, D) San Mateo County Transit District: job order contracting: pilot program.

Introduced: 02/04/2025

Last Amended: 03/18/2025

Status: 05/12/2025 - Referred to Com. on L. GOV.

Calendar: 06/18/25 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

Location: 05/12/2025 - Assembly Local Government

Summary: Would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.

SB 280 (Cervantes, D) Political Reform Act of 1974: prohibition on contributions in state and local government office buildings.

Introduced: 02/05/2025

Last Amended: 04/10/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

Summary: The Political Reform Act of 1974 comprehensively regulates political campaigns, including campaign contributions. The act prohibits the receipt, delivery, or attempted delivery of a contribution in the State Capitol, any state office building, or any office for which the state pays the majority of the rent other than a legislative district office. This bill would expand that prohibition to apply to local government office buildings and offices for which the state or a local government pays rent. The bill would also eliminate the exception for legislative district offices.

SB 314 (Padilla), which pertained to electric vehicle supply equipment, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 358 (Becker, D) Mitigation Fee Act: mitigating vehicular traffic impacts.

Introduced: 02/12/2025

Last Amended: 05/27/2025

Status: 05/28/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #232 S-SENATE BILLS -THIRD READING FILE

Location: 05/28/2025 - Senate THIRD READING

Summary: The Mitigation Fee Act imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for that fee, if the housing development satisfies all of certain prescribed characteristics, to reflect a lower rate of automobile trip generation associated with such housing developments in comparison with housing developments without the prescribed characteristics, unless the local agency adopts findings after a public hearing establishing that the housing development, even with those characteristics, would not generate fewer automobile trips than a housing development without those characteristics. This bill would require those findings to be supported by substantial evidence in the record before or as part of the housing development project approval process.

SB 359 (Niello, R) Use Fuel Tax Law: Diesel Fuel Tax Law: exempt bus operation.

Introduced: 02/13/2025

Last Amended: 04/08/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

Summary: The Use Fuel Tax Law imposes a state excise tax at specified rates, generally \$0.18 per gallon, on the use of fuel, as defined, and establishes various exemptions from those taxes, including an exemption for any transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided.

SB 364 (Strickland, R) Outdoor advertising displays: permits: new alignments.

Introduced: 02/13/2025

Last Amended: 03/26/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

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 authorizes the Director of Transportation to adopt regulations for the enforcement of the act. Pursuant to that authority, current regulations only require the Department of Transportation to process an application for placing a new advertising display along a new alignment of an interstate or primary highway if the application is accepted on or after the date that the department accepts the highway project for the new alignment as complete. This bill would prohibit the department from denying or delaying the approval 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 portion of highway is open to the use of the public for vehicular travel.

<p><i>SB 375 (Grove), which pertained to wildfire prevention activities, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.</i></p>

SB 400 (Cortese, D) Road Maintenance and Rehabilitation Account: University of California: California State University: reports.

Introduced: 02/14/2025

Last Amended: 04/07/2025

Status: 05/19/2025 - Referred to Com. on TRANS.

Location: 05/19/2025 - Assembly Transportation

Summary: Current law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the Road Maintenance and Rehabilitation Program into the Road Maintenance and Rehabilitation Account. Current law, after deducting certain appropriations and allocations, authorizes annual appropriations of \$5,000,000 of the moneys available for the program to the University of California to conduct transportation research and of \$2,000,000 of the available moneys to the California State University to conduct transportation research and transportation-related workforce education, training, and development, as specified. This bill would require the University of California Institute of Transportation Studies and the California State University Transportation Consortium, on or before January 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing the expenditures of those moneys for the previous fiscal year, including, but not limited to, research activities and administration.

SB 419 (Caballero, D) Hydrogen fuel.

Introduced: 02/18/2025

Last Amended: 05/05/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 0.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #105 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

Summary: Current 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. This bill would, on and after July 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel, as defined.

SB 431 (Arreguin, D) Assault and battery: public utility employees and essential infrastructure workers.

Introduced: 02/18/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #174 S-SENATE BILLS -THIRD READING FILE

Location: 05/27/2025 - Senate THIRD READING

Summary: Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury upon the person of another. Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Under existing law, an assault or battery committed against specified professionals engaged in the performance of their duties, including peace officers, firefighters, and emergency medical personnel, is 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. This bill would make an assault or battery committed against an employee of a public utility or other worker engaged in essential infrastructure work, as defined, 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. This bill contains other related provisions and other existing laws.

SB 441 (Hurtado), which pertained to the State Air Resources Board, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 443 (Rubio, D) Retirement: joint powers authorities.

Introduced: 02/18/2025

Last Amended: 03/27/2025

Status: 04/08/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #29 S-SENATE BILLS -THIRD READING FILE

Location: 04/08/2025 - Senate THIRD READING

Summary: The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan for employees first hired on or after January 1, 2013. The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by agreement, to jointly exercise any common power, which may include hiring employees and establishing retirement systems. Current law authorizes a joint powers authority to offer defined benefit plans or formulas that are not PEPRA plans or formulas, provided that the plans or formulas were those the employees received prior to the creation of the authority, the employees are not new members under PEPRA, and they are employed by the authority within 180 days, as specified. This bill would also authorize a joint powers authority to offer those defined benefit plans or formulas to a member agency that is a non-founding member of the joint powers authority, for employees who are not new members under PEPRA and are employed by the joint powers authority within 180 days of the agency becoming a member agency.

SB 445 (Wiener, D) Transportation: planning: complete streets facilities: sustainable transportation projects.

Introduced: 02/18/2025

Last Amended: 04/10/2025

Status: 05/28/2025 - Read third time. Passed. (Ayes 34. Noes 1.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2025 - Assembly DESK

Summary: This bill would instead require the Department of Transportation to develop and adopt the above-described project intake, evaluation, and encroachment review process on or before February 1, 2027. The bill would also state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.

SB 455 (Blakespear), which pertained to electric bicycles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 464 (Smallwood-Cuevas, D) Employer pay data.

Introduced: 02/19/2025

Last Amended: 05/01/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #110 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

Summary: Current law requires a private employer that has 100 or more employees to submit an annual pay data report to the Civil Rights Department that includes the number of employees by race, ethnicity, and sex in specified job categories, whose pay falls within federal pay bands, and within each job category the median and mean hourly rate for each combination of those characteristics as specified. This bill would require an employer to collect and store any demographic information gathered by an employer or labor contractor for the purpose of submitting the pay data report separately from employees' personnel records.

SB 467 (Laird), which pertained to the Highway Signage Fund, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 469 (Smallwood-Cuevas), which pertained to public infrastructure employment, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 470 (Laird, D) Bagley-Keene Open Meeting Act: teleconferencing.

Introduced: 02/19/2025

Last Amended: 04/10/2025

Status: 04/29/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #44 S-SENATE BILLS -THIRD READING FILE

Location: 04/29/2025 - Senate THIRD READING

Summary: Existing law, the Bagley-Keene Open Meeting Act, requires, with specified exceptions, that all meetings of a state body be open and public and all persons be permitted to attend any meeting of a state body. The act authorizes meetings through teleconference subject to specified requirements, including, among others, that the state body post agendas at all teleconference locations, that each teleconference location be identified in the notice and agenda of the meeting or proceeding, that each teleconference location be accessible to the public, that the agenda provide an opportunity for members of the public to address the state body directly at each teleconference location, and that at least one member of the state body be physically present at the location specified in the notice of the meeting. This bill would instead repeal these provisions on January 1, 2030.

SB 474 (Niello), which pertained State Air Resources Board's regulatory authority, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 486 (Cabaldon, D) Regional housing: public postsecondary education: changes in enrollment levels: California Environmental Quality Act.

Introduced: 02/19/2025

Last Amended: 04/28/2025

Status: 05/28/2025 - In Assembly. Read first time. Held at Desk.

Location: 05/27/2025 - Assembly DESK

Summary: Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation, and employment growth. This bill would require the sustainable communities strategy, in identifying areas within the region sufficient to house all the population of the region, to also take into account changes in enrollment levels at institutions of public higher education, as defined.

SB 496 (Hurtado), which pertained to Advanced Clean Fleets Regulation, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 506 (Committee on Transportation,) Transportation: omnibus bill.

Introduced: 02/19/2025

Last Amended: 03/24/2025

Status: 05/12/2025 - Referred to Com. on TRANS.

Location: 05/12/2025 - Assembly Transportation

Summary: (1)Current law requires that each application for an original or a renewal of a driver's license contain certain information, including the applicant's true full name, age, mailing address, and gender. Existing law also provides that if a driver's license is lost, destroyed, or mutilated, or if a new true full name is acquired, the person to whom the driver's license was issued shall obtain a duplicate if the person provides satisfactory proof of the loss, destruction, or mutilation. A violation of these provisions is an infraction. This bill would authorize a person who submits a change of address, as specified, to apply for a duplicate driver's license. The bill would require the applicant who receives a duplicate through this process to immediately destroy the license containing the prior mailing address. By creating a new crime, this bill would impose a state-mandated local program.

SB 511 (Perez), which pertained to autonomous vehicles, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 513 (Durazo, D) Personnel records.

Introduced: 02/19/2025

Last Amended: 05/06/2025

Status: 05/28/2025 - Read third time. Passed. (Ayes 29. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2025 - Assembly DESK

Summary: Current law grants current and former employees, or their representative, the right to inspect and receive a copy of personnel records maintained by the employer relating to the employee's performance or to any grievance concerning the employee. Current law requires the employer to make the contents of those personnel records available for inspection, as specified, and makes it a crime for an employer to violate these requirements. This bill would provide that personnel records relating to the employee's performance include education and training records and would require an employer who maintains education and training records to ensure those records include specified information. (

SB 521 (Gonzalez, D) Public employment: disqualification.

Introduced: 02/19/2025

Last Amended: 04/24/2025

Status: 05/29/2025 - Referred to Com. on P. E. & R.

Location: 05/29/2025 - Assembly Public Employment and Retirement

Summary: Current law disqualifies a public employee, as defined, from any public employment for 5 years if the employee is convicted of any felony involving accepting or giving, or offering to give, a bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties. This bill would expand that provision to include any felony involving a conflict of interest. The bill would also disqualify a city manager or city attorney, as defined, including an individual acting under contract with the city for those services, who is convicted of any of the above-described felonies, from any future public employment in an equivalent role.

SB 526 (Menjivar, D) South Coast Air Quality Management District: air quality.

Introduced: 02/20/2025

Last Amended: 04/29/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #115 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

Summary: Current law provides for the creation of the South Coast Air Quality Management District (south coast district) in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. The south coast district has adopted the Final 2021 PM10 Maintenance Plan for the South Coast Air Basin, which includes specified air quality attainment rules, including Rule 1157 (PM10 Emission Reductions from Aggregate and Related Operations) (Rule 1157). Rule 1157 establishes performance standards and specifies operational PM10 controls for aggregate and cement operations in order to minimize particulate emissions. This bill would require the south coast district board to update Rule 1157 to improve air quality and increase data collection. The bill would require the owner or operator of a covered facility, as defined, on or before January 1, 2027, to take specified actions, including maintaining fencing around the entire property fenceline that is a specified height and maintaining open storage piles no taller than 8 feet high, as provided, if the covered facility is within 500 feet of a sensitive receptor. The bill would define a sensitive receptor to mean a residence, school, park, or hospital, among other, similar facilities. The bill would require, on and after July 1, 2027, (1) the owner or operator of a covered facility with a demonstrated history of PM10 emissions at or above the threshold limit set by the south coast district and whose property line is within 500 feet of a sensitive receptor to fully enclose the existing open storage piles and (2) the south coast district to inspect the covered facility monthly until PM10 emissions remain below threshold limits for 3 consecutive months. By imposing additional duties on a local entity, the bill would impose a state-mandated local program

SB 544 (Laird, D) Railroad crossings: permit applications: review.

Introduced: 02/20/2025

Status: 05/19/2025 - Referred to Com. on U. & E.

Location: 05/19/2025 - Assembly Utilities and Energy

Summary: The bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would authorize the commission to partially or completely exempt railroad crossing applications that meet certain requirements from review under otherwise applicable adjudication procedures and would authorize the commission to establish an expedited review and approval process for those applications.

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

Introduced: 02/20/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #188 S-SENATE BILLS -THIRD READING FILE

Location: 05/27/2025 - Senate THIRD READING

Summary: Existing law establishes the Office of Land Use and Climate Innovation with specified powers and duties related to long-range planning and research. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system. This bill would require the Office of Land Use and Climate Innovation, 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, D) Second Neighborhood Infill Finance and Transit Improvements Act.

Introduced: 02/20/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 28. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

Summary: Current law authorizes the infrastructure financing plan to provide for the division of taxes levied on taxable property in the area included within the district, as specified, and authorizes the public financing authority to issue bonds by adopting a resolution containing specified provisions, including a determination of the amount of tax revenue available or estimated to be available for the payment of the principal of, and interest on, the bonds. This bill would revise NIFTI-2 to instead authorize, for resolutions adopted under that act's provisions on or after January 1, 2026, a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate property tax revenues, and to remove the authorization for adoption of a resolution that allocates revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes. The bill would also repeal the condition that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district.

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

Introduced: 02/20/2025

Last Amended: 03/26/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

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) Department of Transportation: homeless encampments.

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 05/23/2025 - From committee: Do pass. (Ayes 5. Noes 1.) (May 23). Read second time. Ordered to third reading.

Calendar: 06/02/25 #117 S-SENATE BILLS -THIRD READING FILE

Location: 05/23/2025 - Senate THIRD READING

Summary: Current law authorizes the Department of Transportation to establish maintenance programs related to highway cleanup, as specified. This bill would require the department to establish a dedicated liaison to, among other things, facilitate communication with local governments and relevant state agencies with regard to addressing homeless encampments within the state highway system and to oversee the development and implementation of delegated maintenance agreements between local agencies and the department in which both work together to reduce and remove homeless encampments within the department's jurisdiction. The bill would authorize the department to grant a single general entry permit for the duration of a delegated maintenance agreement to conduct activities authorized by the bill. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments.

SB 590 (Durazo, D) Paid family leave: eligibility: care for designated persons.

Introduced: 02/20/2025

Last Amended: 04/03/2025

Status: 05/28/2025 - Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2025 - Assembly DESK

Summary: Current unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, a special fund in the State Treasury. That fund is continuously appropriated for the purpose of providing disability benefits and making payment of expenses in administering those provisions. Current law establishes, within the above state disability insurance program, a family temporary disability insurance program, also known as the paid family leave program, for the provision of wage replacement benefits for up to 8 weeks to workers who take time off work for prescribed purposes, including to care for a seriously ill family member. Current law defines terms for its purposes, including family care leave and family member. This bill would, commencing July 1, 2027, expand eligibility for benefits under the paid family leave program to include individuals who take time off work to care for a seriously ill designated person.

SB 642 (Limón, D) Employment: payment of wages.

Introduced: 02/20/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #204 S-SENATE BILLS -THIRD READING FILE

Location: 05/27/2025 - Senate THIRD READING

Summary: Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines "pay scale" as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of "pay scale" to mean an estimate of this expected wage range that an employer reasonably expects to pay for the position upon hire and is made in good faith.

SB 667 (Archuleta), which pertained to emergency vehicle crossings, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 671 (Cervantes, D) Pedestrian crossing signals.

Introduced: 02/20/2025

Status: 05/12/2025 - Referred to Com. on TRANS.

Location: 05/12/2025 - Assembly Transportation

Summary: Under current law, a pedestrian control signal showing a "WALK" or approved "Walking Person" symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under existing law, a pedestrian facing a flashing "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol with a "countdown" signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol, as specified. Upon the first placement or replacement of a traffic-actuated signal, as specified, current law requires that traffic-actuated signal to be installed and maintained to detect bicycle or motorcycle traffic on the roadway. For these purposes, current law defines a traffic-actuated signal as an official traffic signal, as specified, that displays one or more of its indications in response to traffic detected by mechanical, visual, electrical, or other means. Upon the first placement or replacement of a state-owned or -operated traffic-actuated signal, current law requires that the traffic-actuated signal to be installed and maintained to have a leading pedestrian interval (LPI) and include the installation, activation, and maintenance of an accessible pedestrian signal (APS) and detector that complies with certain sections of the California Manual on Uniform Traffic Control Devices (CA MUTCD). At crosswalks with state-owned or -operated traffic-actuated signals and pedestrian hybrid beacons with pedestrian signal heads, this bill would require the walk indication and other visual signals to comply with CA MUTCD. The bill would require these pedestrian signal heads to have an APS pushbutton or touch-free APS that activates "WALK" or "DON'T WALK" intervals and other visual signals at signalized intersections in nonvisual formats. The bill would require touch-free APS to be installed at new signalized pedestrian crossings on capital projects on the state highway system, encroachment projects, and highway maintenance-funded projects, as specified. The bill would require, as soon as practicable, all existing state-owned or -operated traffic signals located in certain areas to be identified and recorded in the Department of Transportation management system (TMS) inventory database to assist future annual operational review requirements and coordination with local agencies for delegated signals. The bill would require LPIs to be implemented at these existing state-owned or -operated traffic signals locations at the next opportunity for regularly scheduled operational reviews.

SB 684 (Menjivar, D) Polluters Pay Climate Superfund Act of 2025.

Introduced: 02/21/2025

Last Amended: 03/26/2025

Status: 04/10/2025 - April 22 set for first hearing canceled at the request of author.

Location: 04/03/2025 - Senate Judiciary

Summary: Would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. (Based on 03/26/2025 text)

Subject: Environment

SB 707 (Durazo, D) Open meetings: meeting and teleconference requirements.

Introduced: 02/21/2025

Last Amended: 05/29/2025

Status: 05/29/2025 - Read third time and amended. Ordered to second reading.

Calendar: 06/02/25 #5 S-SENATE BILLS - SECOND READING FILE

Location: 05/29/2025 - Senate 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. This bill would, until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified.

SB 714 (Archuleta, D) Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.

Introduced: 02/21/2025 (Spot bill)

Status: 03/12/2025 - Referred to Com. on RLS.

Location: 02/21/2025 - Senate Rules

Summary: Current law requires the Deputy Secretary for Climate to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.

SB 741 (Blakespear, D) Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.

Introduced: 02/21/2025

Last Amended: 04/21/2025

Status: 05/28/2025 - In Assembly. Read first time. Held at Desk.

Location: 05/27/2025 - Assembly DESK

Summary: The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Current law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided.

SB 752 (Richardson, D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.

Introduced: 02/21/2025

Status: 05/23/2025 - May 23 hearing: Held in committee and under submission.

Location: 05/19/2025 - 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, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.

SB 755 (Blakespear, D) California Contractor Climate Transparency Act.

Introduced: 02/21/2025

Last Amended: 05/05/2025

Status: 05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/19/2025)(May be acted upon Jan 2026)

Location: 05/23/2025 - Senate 2 YEAR

Summary: The Climate Corporate Data Accountability Act requires, on or before July 1, 2025, the State Air Resources Board to develop and adopt regulations to require a reporting entity to, among other things, annually disclose all of the reporting entity's scope 1 emissions, scope 2 emissions, and scope 3 emissions, as defined. Current law also requires, on or before January 1, 2026, and biennially thereafter, a covered entity to prepare a climate-related financial risk report disclosing the entity's climate-related financial risk and measures adopted to reduce and adapt to climate-related financial risk. This bill would enact the California Contractor Climate Transparency Act, which would require the state board, beginning one year after the effective date of regulations adopted pursuant to the Climate Corporate Data Accountability Act, as specified, to require a large contractor and a significant contractor, as defined, to report annually specified information, including, for large contractors, an annual disclosure of scope 1 emissions, scope 2 emissions, scope 3 emissions, and climate-related financial risk, as specified, and for significant contractors, an annual disclosure of scope 1 emissions and scope 2 emissions, as specified.

SB 755 (Blakespear), which pertained to the California Contractor Climate Transparency Act, failed to meet policy committee deadlines and is now a two-year bill. Therefore, this bill has been removed from the matrix.

SB 769 (Caballero, D) The Golden State Infrastructure Corporation Act.

Introduced: 02/21/2025

Last Amended: 05/01/2025

Status: 05/28/2025 - Read third time. Passed. (Ayes 35. Noes 2.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2025 - Assembly DESK

Summary: 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. The bill would require the corporation, not later than January 1 of each year, to submit to the Governor, the Legislature, and the Legislative Analyst's Office a report for the preceding fiscal year containing information on the infrastructure corporation fund and the corporation's activities, including specified information.

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

Introduced: 02/21/2025

Last Amended: 04/22/2025

Status: 05/29/2025 - Referred to Com. on H. & C.D.

Location: 05/29/2025 - Assembly Housing and Community Development

Summary: Current 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. Current law requires the department to administer a specified competitive application process for capital improvement projects for large jurisdictions, as defined. For these purposes, current 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. For catalytic qualifying infill areas, existing law requires grants be provided using a selection process that, among other things, requires eligible applicants to submit documentation of all necessary entitlements and permits, and a certification that the project is shovel ready, except as provided. 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 with urban uses.

SB 800 (Reyes, D) State highways: overpasses: pilot program: suicide prevention.

Introduced: 02/21/2025

Last Amended: 05/23/2025

Status: 05/27/2025 - Read second time. Ordered to third reading.

Calendar: 06/02/25 #225 S-SENATE BILLS -THIRD READING FILE

Location: 05/27/2025 - Senate THIRD READING

Summary: Existing law requires the Department of Transportation to install screening on state freeway overpasses to prevent objects from being dropped or thrown upon vehicles passing underneath, as provided. This bill would require the department to establish and administer a pilot program to install suicide deterrents on 5 freeway overpasses in the County of San Bernardino. The bill would require the suicide deterrents installed under the pilot program to include, but not be limited to, suicide prevention signage and a physical barrier designed to prevent a person from falling or intentionally jumping from the overpass in a manner likely to cause death. The bill would require the department, in administering the pilot program, to prioritize the placement of suicide deterrents on freeway overpasses with the highest rates of documented suicides over the last 20 years.

SB 809 (Durazo, D) Employees and independent contractors: construction trucking.

Introduced: 02/21/2025

Last Amended: 05/23/2025

Status: 05/29/2025 - Read third time. Passed. (Ayes 28. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/29/2025 - Assembly DESK

Summary: (1)Existing law, as established in the case of Dynamex Operations W. v. Superior Court (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the "ABC" test, to determine if workers are employees or independent contractors for those purposes. This bill would provide that mere ownership of a vehicle, including a personal vehicle or a commercial vehicle, used by a person in providing labor or services for remuneration does not make that person an independent contractor.