



Orange County Transportation Authority Legislative Matrix

**2026 State Legislation Session
June 18, 2026**

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
BILLS WITH POSITIONS			
<p>AB 334 (Petrie-Norris – D) Operators of toll facilities: interoperability programs: vehicle information.</p>	<p>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.</p>	<p>INTRODUCED: 01/28/2025 LOCATION: Senate Committees on Transportation and Judiciary LAST AMEND: 07/17/2025 STATUS: 09/13/2025 In SENATE. Failed Deadline pursuant to Rule 61(a)(14).</p>	<p>Support (partial list) Support: Transportation Corridor Agencies (sponsor), Metropolitan Transportation Commission, Orange County Business Council, San Bernardino County Transportation Authority, Association of California Cities Orange County, Automobile Club of Southern California</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1569 (Davies – R) Pupil safety: electric bicycle: safety and training program.</p>	<p>Would require the Department of Education in consultation with the California Highway Patrol to develop a standardized electric bicycle safety and training program for students in grades 7 through 12.</p>	<p>INTRODUCED: 01/12/2026 LOCATION: <i>Senate Committee on Education</i> LAST AMEND: 04/13/2026 HEARING: 06/10/2026</p> <p>STATUS: 05/27/2026 <i>In SENATE. Referred to Committees on Education and Transportation.</i></p>	<p>Support (partial list)</p> <p>Support: City of Irvine, City of San Clemente, Streets for All, League of California Cities, Auto Club of Southern California</p>
<p>AB 1855 (Gonzalez – R) California Environmental Quality Act: exemption: passenger rail service.</p>	<p>Would expand the California Environmental Quality Act (CEQA) exemption for passenger rail projects by removing certain zero-emission and Tier 4 rolling stock requirements and modifying right-of-way eligibility criteria.</p>	<p>INTRODUCED: 02/11/2026 LOCATION: Assembly Committee on Natural Resources</p> <p>STATUS: 02/23/2026 In ASSEMBLY. Referred to Assembly Committee on Natural Resources</p>	<p>Support</p> <p>Support: Riverside County Transportation Commission (sponsor)</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 1944 (Lee – D) Zero-emission transit buses: axle weight.</p>	<p>Would establish a phased extension of axle weight allowances for zero-emission transit buses procured between January 1, 2027, and December 31, 2031, to support fleet transition requirements.</p>	<p>INTRODUCED: 02/13/2026 LOCATION: <i>Senate Committee on Transportation</i> HEARING: 06/09/2026</p> <p>STATUS: 05/06/2026 <i>In SENATE. Referred to Committee on Transportation.</i></p>	<p>Support</p> <p>Support: California Transit Association (sponsor), Monterey-Salinas Transit District, Sacramento Regional Transit Center, San Diego Metropolitan Transit System <i>Oppose: League of California Cities</i></p>
<p>► AB 2051 (Wicks–D) Public resources: Coastal Resilience Permitting Working Group.</p>	<p>Would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas.</p>	<p>INTRODUCED: 02/18/2026 LOCATION: <i>Senate Committee on Rules</i> LAST AMEND: 03/25/2026</p> <p>STATUS: 06/01/2026 <i>In SENATE. Referred to Committee on Rules for assignment.</i></p>	<p>Support</p> <p>Support: Bay Area Council (sponsor), Bay Area Planning Coalition (co-sponsor), Port of San Francisco, California State Association of Counties (CSAC), San Francisco International Airport, Valley Water</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 2059 (Wilson – D) California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.</p>	<p>Would establish a cap on the cost of mitigation measures required to address transportation impacts under CEQA related to vehicle miles traveled (VMT). As amended, the bill would cap required VMT mitigation costs for transportation projects in rural counties at five percent of estimated total project cost and deem costs above that threshold economically infeasible.</p>	<p>INTRODUCED: 02/18/2026 LOCATION: <i>Senate Committee on Environmental Quality</i> LAST AMEND: 04/22/2026</p> <p>STATUS: 05/27/2026 <i>In SENATE. Referred to Committee on Environmental Quality.</i></p>	<p>Support If Amended</p> <p>Support: Transportation California Oppose: 350 Bay Area Action, Active San Gabriel Valley, Center for Biological Diversity, ClimatePlan, Coalition for Clean Air, Leadership Counsel for Justice & Accountability, MoveLA, Planning and Conservation League, San Diego 350.Org, Sierra Club, Streets for All, Transform</p>
<p>► AB 2513 (Petrie-Norris – D) Wildfire: Regional Forest and Fire Capacity Program: regional landscape grants.</p>	<p>Would authorize the Department of Conservation to directly award regional landscape grants to support implementation of regional wildfire resilience strategies.</p>	<p>INTRODUCED: 02/20/2026 LOCATION: <i>Senate Committee on Rules</i> LAST AMEND: 04/16/2026</p> <p>STATUS: 05/27/2026 <i>In SENATE. Referred to Committee on Rules for assignment.</i></p>	<p>Support</p> <p>Support: County of Orange Area Safety Task Force, County of Orange</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► AB 2560 (Schultz – D) Climate Action Plan for Transportation Infrastructure: goals.</p>	<p>Would codify the Climate Action Plan for Transportation Infrastructure goals and apply them to major state transportation funding programs, including the Interregional Transportation Improvement Program, Transit and Intercity Rail Capital Program, Local Partnership Program, Trade Corridor Enhancement Program, Active Transportation Program, and Solutions for Congested Corridors Program.</p>	<p>INTRODUCED: 02/20/2026 LOCATION: <i>Senate Committee on Rules</i></p> <p>STATUS: 05/27/2026 <i>In SENATE. Referred to Committee on Rules for assignment.</i></p>	<p>Oppose (partial list)</p> <p>Oppose: Self-Help Counties Coalition, American Council of Engineering Companies, California Association of Councils of Governments, Riverside County Transportation Commission, Self Help Counties Coalition, Transportation California, California Alliance for Jobs Support: Streets for All, Greenlining Institute, Move LA, Coalition for Clean Air</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
SB 677 (Wiener – D) Housing development: transit-oriented development.	Would revise the definition of high-frequency commuter rail to include commuter and intercity rail stations based on average weekday train frequency, potentially expanding the number of transit-oriented development stops subject to state-mandated housing standards under SB 79.	INTRODUCED: 02/21/25 LOCATION: Assembly LAST AMEND: 01/08/2026 STATUS: 01/26/26 In ASSEMBLY. Read first time. Held at desk.	Oppose Unless Amended (partial list) Support: Abundant Housing Los Angeles (co-source), Bay Area Council (co-source), California Yimby (co-source), Inner City Law Center (co-source), Spur (co-source), Streets for All (co-source), Housing Action Coalition Oppose: California Association of Counties, League of California Cities, City of Glendale, City of Encinitas, Equitable Land Use Alliance, Los Angeles County Metropolitan Transportation Authority, San Diego Association of Governments

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 741 (Blakespear – D) <i>Low Carbon Transit Operations Program</i></p>	<p><i>Would reform and streamline the Low Carbon Transit Operations Program by revising eligible uses of program funds, including the maintenance and expansion of transit services, transit fare subsidies, and network and fare integration technology improvements, while reducing administrative requirements on transit agencies.</i></p>	<p>INTRODUCED: 02/21/25 LOCATION: Assembly Committee on Natural Resources LAST AMEND: 06/08/2026 STATUS: 06/08/2026 <i>In ASSEMBLY. Amended and referred to Committee on Natural Resources.</i></p>	<p>STAFF RECOMMENDS SUPPORT <i>Support: California Transit Association (sponsor)</i></p>
<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: Senate Appropriations Committee STATUS: 02/02/2026 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>	<p>Support (partial list) Support: CTA (sponsor), Alameda-Contra Costa Transit District, Foothill Transit, San Francisco Municipal Transportation Agency, Riverside Transit Agency, San Diego Metropolitan Transit System</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 935 (Choi – R) Local agency design-build projects: authorization.</p>	<p>Would indefinitely extend design-build authority for local agencies by repealing the January 1, 2031, sunset on existing authority.</p>	<p>INTRODUCED: 01/29/2026 LOCATION: Assembly Committee on Local Government HEARING: 06/03/2026</p> <p>STATUS: 05/04/2026 In ASSEMBLY. Referred to Committee on Local Government.</p>	<p>Support</p> <p>Support: American Council of Engineering Companies California, Cal Cities, CSAC, Design Build Institute of America Western Pacific Chapter, League of California Cities, Rural County Representatives of California, Orange County Fire Authority, Association of California Cities Orange County</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 1087 (Cabaldon – D) Transportation planning: sustainable communities strategies: transportation funding programs.</p>	<p>Would make changes to existing Regional Transportation Plan/Sustainable Communities Strategy guidelines and requirements, including how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated, and would extend GHG reduction targets to 2045 and make changes to certain transportation funding programs to support implementation of the strategies.</p>	<p>INTRODUCED: 02/13/2026 LOCATION: <i>Assembly Desk</i> LAST AMEND: 04/09/2026</p> <p>STATUS: <i>05/27/2026</i> <i>In ASSEMBLY. Read first time.</i> <i>Held at Desk.</i></p>	<p>Support If Amended</p> <p>Support (partial list): Association of Bay Area Governments (co-sponsor), Sacramento Area Council of Governments (co- sponsor), San Diego Association of Governments (co-sponsor), Southern California Association of Governments (co-sponsor), Riverside County Transportation Commission, California Association of Councils of Governments</p> <p>Oppose: Equitable Land Use Alliance, Families and Homes San Jose, California Building Industry Association, Coalition for Clean Air</p>

BILL NO. / AUTHOR	COMMENTARY	STATUS	OCTA POSITION / OTHER AGENCY POSITIONS
<p>► SB 1167 (Blakespear – D) Vehicles: electric bicycles.</p>	<p>Would prohibit certain motorized vehicles from being marked or sold as electric bicycles and establish enhanced labeling, disclosure, and safety requirements.</p>	<p>INTRODUCED: 02/18/2026 LOCATION: <i>Assembly Desk</i> LAST AMEND: 05/14/2026</p> <p>STATUS: 05/04/2026 <i>In ASSEMBLY. Read first time. Held at Desk.</i></p>	<p>Support (partial list)</p> <p>Support: CalBike (co- sponsor), People for Bikes (co-sponsor), Streets Are For Everyone (SAFE) (co- sponsor), Streets for All (co-sponsor), California District Attorneys Association, California Emergency Nurses Association, California Medical Association, City of Oceanside, City of Vista, Oceanside Unified School District, San Diego County Bicycle Coalition, San Diego District Attorney’s Office, <i>County of Orange</i></p>

BILLS BEING MONITORED

AB 35 (Alvarez, D) Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Administrative Procedure Act: exemption: program guidelines and selection criteria.

Introduced: 12/02/2024

Last Amended: 01/14/2026

Status: 05/06/2026 - Referred to Com. on N.R. & W.

Calendar: 06/09/26 S-NATURAL RESOURCES AND WATER 9 a.m. - 1021 O Street, Room 2100
BECKER, JOSH, Chair

Location: 05/06/2026 - Senate Natural Resources and Water

Summary: The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, approved by the voters as Proposition 4 at the November 5, 2024, statewide general election, authorized the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart, sustainable, and resilient farms, ranches, and working lands, park creation and outdoor access, and clean air programs. Current law authorizes certain regulations needed to effectuate or implement programs of the act to be adopted as emergency regulations in accordance with the Administrative Procedure Act, as provided. Current law requires the emergency regulations to be filed with the Office of Administrative Law and requires the emergency regulations to remain in effect until repealed or amended by the adopting state agency. This bill, notwithstanding the above, would exempt the adoption of regulations needed to effectuate or implement programs of the act from the requirements of the Administrative Procedure Act, as provided. The bill would require a state entity that receives funding to administer a competitive grant program established using the Administrative Procedure Act exemption to do certain things, including develop draft project solicitation and evaluation guidelines and to submit those guidelines to the Secretary of the Natural Resources Agency, except as provided. The bill would require the Secretary of the Natural Resources Agency to post an electronic form of the guidelines submitted by a state entity and the subsequent verifications on the Natural Resources Agency's internet website. (Based on 01/14/2026 text)

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

Introduced: 01/16/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

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

Last Amended: 06/02/2025

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

Location: 08/28/2025 - Senate 2 YEAR

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

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

Introduced: 01/28/2025

Last Amended: 07/17/2025

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

Location: 09/11/2025 - Senate 2 YEAR

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

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

Introduced: 01/28/2025

Last Amended: 03/05/2025

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

Location: 08/29/2025 - Senate 2 YEAR

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

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

Introduced: 02/06/2025

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

Location: 08/29/2025 - Senate 2 YEAR

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

AB 596 (Ortega, D) Elections: ballot disclosures.

Introduced: 02/13/2025

Last Amended: 09/09/2025

Status: 05/15/2026 - Set for Hearing 5/18/2026

Calendar: 06/04/26 #5 A-MOTION TO RECONSIDER

Location: 05/15/2026 - Assembly RECONSIDERATION

Summary: Under current law, the ballot label for a statewide measure contains a condensed version of the ballot title and summary prepared by the Attorney General, including a fiscal impact summary prepared by the Legislative Analyst, followed by a listing of the names of the measure's supporters and opponents. Current law requires the Secretary of State to create an internet website or to use other available technology to consolidate information about each state ballot measure, including a list of the top 10 contributors supporting or opposing a measure, if compiled by the Fair Political Practices Commission. This bill would require the 3 largest contributors of \$100,000 or more to all committees that paid for the circulation of a statewide initiative or statewide referendum measure to also be printed on the ballot immediately following the names of the measure's supporters and opponents. The Secretary of State would be required to make a copy of the top contributors available for public examination prior to printing that information on ballots, and voters would be authorized to seek a writ of mandate requiring the identified contributors to be amended or deleted. The bill would specify words and phrases that may be left out of a top contributor's name in order to shorten the name when printed on the ballot.

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

Introduced: 02/18/2025

Last Amended: 09/09/2025

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

Location: 09/13/2025 - Senate 2 YEAR

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

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

Introduced: 02/19/2025

Last Amended: 06/25/2025

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

Location: 08/25/2025 - Senate 2 YEAR

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

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

Introduced: 02/19/2025

Last Amended: 07/10/2025

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

Location: 08/28/2025 - Senate 2 YEAR

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

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

Introduced: 02/19/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

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

Introduced: 02/20/2025

Last Amended: 06/30/2025

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

Location: 09/11/2025 - Senate 2 YEAR

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

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

Introduced: 02/20/2025

Last Amended: 09/05/2025

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

Location: 09/13/2025 - Senate 2 YEAR

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

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

Introduced: 02/20/2025 (Spot bill)

Last Amended: 05/23/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/18/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

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

Introduced: 02/21/2025

Last Amended: 05/29/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was B., P. & E.D. on 6/2/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

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 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: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Senate 2 YEAR

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 1331 (Elhawary, D) Workplace surveillance.

Introduced: 02/21/2025

Last Amended: 09/04/2025

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

Location: 09/13/2025 - Senate 2 YEAR

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

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

Introduced: 02/21/2025

Last Amended: 06/01/2026

Status: 06/01/2026 - In committee: Set, first hearing. Hearing canceled at the request of author. From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on P., D.T., & C.P.

Calendar: 06/15/26 S-PRIVACY, DIGITAL TECHNOLOGIES, AND CONSUMER PROTECTION 3 p.m. or upon adjournment of Session - 1021 O Street, Room 1200 CABALDON, CHRISTOPHER, Chair

Location: 05/06/2026 - Senate Privacy, Digital Technologies, and Consumer Protection

Summary: 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, beginning January 1, 2028, 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.

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

Introduced: 02/21/2025

Last Amended: 05/13/2026

Status: 05/13/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.

Location: 05/06/2026 - Senate Labor, Public Employment and Retirement

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

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

Introduced: 02/21/2025

Last Amended: 01/05/2026

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

Location: 01/29/2026 - Senate Rules

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

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

Introduced: 01/12/2026

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

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

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

Introduced: 01/12/2026

Last Amended: 04/13/2026

Status: 05/27/2026 - Referred to Coms. on ED. and TRANS.

Calendar: 06/10/26 S-EDUCATION 9 a.m. - 1021 O Street, Room 2100 PÉREZ, SASHA RENÉE, Chair

Location: 05/27/2026 - Senate Education

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

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

Introduced: 01/12/2026

Last Amended: 05/22/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

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

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

Introduced: 01/16/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

Summary: Would require the Department of Transportation to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified.

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

Introduced: 01/20/2026

Last Amended: 03/10/2026

Status: 05/27/2026 - In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 05/13/2026 - Senate Transportation

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

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

Introduced: 02/05/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

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

AB 1736 (Pellerin, D) Political Reform Act of 1974: lobbyist employers: fictitious appearances.

Introduced: 02/05/2026

Status: 05/06/2026 - Referred to Com. on E. & C.A.

Calendar: 06/09/26 S-ELECTIONS AND CONSTITUTIONAL AMENDMENTS 9:30 a.m. - State Capitol, Room 113 WIENER, SCOTT, Chair

Location: 05/06/2026 - Senate Elections and Constitutional Amendments

Summary: The Political Reform Act of 1974 prohibits a lobbyist or lobbying firm from attempting to create a fictitious appearance of public favor or disfavor of any proposed legislative or administrative action or to cause any communication to be sent to any elected state officer, legislative official, agency official, or state candidate in the name of any fictitious person or in the name of any real person, except with the consent of the real person. The act defines "lobbyist employer" as any person, other than a lobbying firm, who employs one or more lobbyists or contracts for the services of a lobbying firm, as specified. This bill would extend the above prohibition to lobbyist employers.

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

Introduced: 02/10/2026

Last Amended: 03/12/2026

Status: 05/20/2026 - Referred to Com. on L. GOV.

Location: 05/20/2026 - Senate Local Government

Summary: Existing law establishes a program to allow counties to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2029. Existing law repeals the program provisions on January 1, 2030. This bill would, instead, authorize a county, city, or the San Gabriel Valley Council of Governments to select a bidder on the basis of best value, as described above, for construction projects in excess of \$500,000, would make various conforming changes to the above-described provisions, and would extend the operation of those provisions until January 1, 2040.

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

Introduced: 02/10/2026

Status: 05/22/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/22/2026 - Senate Rules

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

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

Introduced: 02/10/2026

Last Amended: 04/09/2026

Status: 05/13/2026 - Referred to Coms. on L., P.E. & R. and JUD.

Calendar: 06/10/26 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

Location: 05/13/2026 - Senate Labor, Public Employment and Retirement

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

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

Introduced: 02/11/2026

Last Amended: 04/23/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 61. Noes 6.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

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

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

Introduced: 02/11/2026

Last Amended: 04/06/2026

Status: 05/06/2026 - Referred to Coms. on L. GOV. and L., P.E. & R.

Calendar: 06/10/26 S-LOCAL GOVERNMENT 9:30 a.m. - State Capitol, Room 112 DURAZO, MARÍA ELENA, Chair

Location: 05/06/2026 - Senate Local Government

Summary: Would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid.

AB 1883 (Bryan, D) Workplace surveillance tools.

Introduced: 02/12/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing 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 generally regulate the use of workplace surveillance tools and an employer's use of worker data. The bill would prohibit an employer from using a workplace surveillance tool on workers for various purposes, including preventing compliance with laws or regulations, inferring information about workers engaging in a protected activity, making inferences about an individual's emotional state or based on their gait, or collecting neural data. The bill would prohibit an employer from using facial recognition technology to make inferences about a worker for firing, deactivation, or disciplinary purposes. The bill would, with certain exceptions, also prohibit an employer from using a workplace surveillance tool to infer specified categories of information about a worker, including, among others, their veteran status, ancestral history, religious beliefs, or disability status.

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

Introduced: 02/12/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

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

AB 1942 (Bauer-Kahan), which pertained to electric bicycle registration and special license plates, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

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

Introduced: 02/13/2026

Status: 05/06/2026 - Referred to Com. on TRANS.

Calendar: 06/09/26 S-TRANSPORTATION 1:30 p.m. - 1021 O Street, Room 1200 CORTESE, DAVE, Chair

Location: 05/06/2026 - Senate Transportation

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

AB 1947 (Ta, R) Surplus land.

Introduced: 02/13/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

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

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

Introduced: 02/13/2026

Last Amended: 04/16/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 73. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

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

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

Introduced: 02/13/2026

Last Amended: 05/21/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: Would prohibit a city or county from holding a community input meeting to reconsider, delay, or prevent implementation of a proposed pedestrian or bicycle safety project if that project is included in an approved plan that will be implemented as part of the circulation element of the city or county's general plan, as specified. At a public meeting where a contract is awarded for, or when county or city staff, as applicable, are directed to begin, the construction of a pedestrian or bicycle safety project, or anytime thereafter, the bill would prohibit the city or county from terminating the project unless the city or county makes at least one specified finding at a public meeting. If a city or county establishes a process for residents of the city or county to submit a petition to request the installation of a traffic-calming measure, the bill would prohibit the city or county from requiring the petition to contain the signatures of more than a majority of the total number of persons whose residences are located, in whole or in part, within 1,000 feet of the proposed traffic-calming measure, as specified. To the extent that the bill increases the duties of local officials, the bill would impose a state-mandated local program.

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

Introduced: 02/17/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 68. Noes 1.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

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

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

Introduced: 02/17/2026

Last Amended: 04/14/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

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

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

Introduced: 02/17/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

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

AB 2033 (Papan, D) Local Agency Public Construction Act: job order contracting: cities.

Introduced: 02/17/2026

Last Amended: 05/22/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law, the Local Agency Public Construction Act, sets forth procedures that a local agency is required to follow when procuring certain services or work. Existing law authorizes certain local agencies to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize a city to use job order contracting as a procurement method. The bill would impose a \$3,000,000 cap on awards under a single job order contract and a \$750,000 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 additional procedures and requirements for the use of job order contracting under this authorization.

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

Introduced: 02/18/2026

Last Amended: 03/25/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: Existing law establishes the Natural Resources Agency and vests the agency with jurisdiction over various public resources. Existing law establishes the California Environmental Protection Agency and sets out its mission for programs, policies, and standards. Under existing law, various state entities, including the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife have responsibilities with respect to coastal permitting and development. This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature.

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

Introduced: 02/18/2026

Last Amended: 04/22/2026

Status: 05/27/2026 - Referred to Com. on E.Q.

Location: 05/27/2026 - Senate Environmental Quality

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

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

Introduced: 02/18/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 70. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/21/2026 - Senate Rules

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

AB 2069 (Krell), which pertained to sales and use tax law for fairgrounds, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

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

Introduced: 02/18/2026 (Spot bill)

Last Amended: 04/09/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

Summary: The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would prescribe requirements for downtown housing developments, including requiring specified labor standards and requiring the developments to be eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation.

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

Introduced: 02/18/2026

Last Amended: 05/18/2026

Status: 06/01/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 06/01/2026 - Senate Rules

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

AB 2184 (Wilson), which pertained to funding under the Cap-and-Invest Program, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

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

Introduced: 02/19/2026

Last Amended: 05/04/2026

Status: 05/12/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/12/2026 - Senate Rules

Summary: Existing law establishes the Santa Clara Valley Transportation Authority (VTA) in order to meet the public transit problems of the County of Santa Clara. Existing law authorizes VTA to purchase or otherwise acquire property for transit-oriented joint development projects, as provided. Existing law also authorizes VTA to accept moneys from, and to contract and cooperate with, any public agency to finance the acquisition and construction of transportation facilities, as specified. This bill would authorize VTA to similarly purchase or acquire property for an employee housing project, as defined, for VTA employees, as specified.

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

Introduced: 02/19/2026

Last Amended: 04/16/2026

Status: 05/27/2026 - Referred to Com. on G.O.

Location: 05/27/2026 - Senate Governmental Organization

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

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

Introduced: 02/19/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - Referred to Com. on TRANS.

Location: 05/27/2026 - Senate Transportation

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

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

Introduced: 02/19/2026

Last Amended: 03/26/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

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

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

Introduced: 02/19/2026

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

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

AB 2372 (Hoover, R) Vehicles: tolls.

Introduced: 02/19/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - Referred to Com. on TRANS.

Location: 05/27/2026 - Senate Transportation

Summary: Existing law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an authorized emergency vehicle, as specified. Existing law requires an owner or operator of a toll facility, upon the request of a private or public local emergency service provider, to enter into an agreement to establish mutually agreed-upon terms, including exemption from toll payment, for the use of the toll facility. This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the Department of the California Highway Patrol.

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

Introduced: 02/20/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/28/2026 - Senate Rules

Summary: Existing law prohibits a state officer or employee from engaging in any employment, activity, or enterprise that is clearly inconsistent, incompatible, in conflict with, or inimical to their duties. Existing law also prohibits specified local agency officers or employees from engaging in any employment, activity, or enterprise for compensation that is inconsistent, incompatible, or in conflict with, or inimical to, their duties, as specified. This bill would prohibit a public officer and specified public employees, as those terms are defined, from issuing a meme coin. The bill would define "public officer" for purposes of these provisions to include a state or local elected or appointed officer, including a Member of the Legislature, or an elected or appointed member of a governmental board, commission, committee, or other body, including a governmental body that has only advisory powers. The bill would define "public employee" for these purposes to mean an employee of a state or a local government entity who has decision-making authority over bids and contracts for that entity.

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

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law requires the Office of Emergency Services to establish the California Olympic and Paralympic Public Safety Command (COPPSC) to facilitate the planning, resourcing, management, and delivery of safety and security at the 2028 Olympic and Paralympic Games in Los Angeles. Existing law repeals provisions relating to COPPSC on January 1, 2029. Existing law requires the Commission on Peace Officer Standards and Training (POST) to adopt rules establishing minimum standards relating to physical, mental, and moral fitness that govern the recruitment of certain peace officers. Existing law requires POST to establish a certification program for certain peace officers, as provided. This bill would require COPPSC to negotiate and enter into agreements to facilitate training, mutual cooperation, sharing of information and resources, and the use of law enforcement personnel with other state and local agencies within and outside of the State of California for the purposes of ensuring public safety for the 2028 Olympic and Paralympic Games. The bill would require the agreement to, among other things, require law enforcement personnel contracted from out of state to obtain a certificate of training from the commission.

AB 2412 (Ta, R) State agencies or departments: public communications.

Introduced: 02/20/2026

Last Amended: 04/09/2026

Status: 05/13/2026 - Referred to Coms. on G.O. and P., D.T., & C.P.

Calendar: 06/09/26 S-GOVERNMENTAL ORGANIZATION 9 a.m. - 1021 O Street, Room 1200 RUBIO, SUSAN, Chair

Location: 05/13/2026 - Senate Governmental Organization

Summary: Existing law requires a state agency or department that utilizes generative artificial intelligence (GenAI) to directly communicate with a person regarding government services and benefits to ensure that those communications include a disclaimer that indicates to the person that the communication was generated by GenAI, as specified, and information describing how a person may contact a human employee of the state agency or department. This bill would instead require that disclaimer when a state agency or department communicates with the public, as specified.

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

Introduced: 02/20/2026

Last Amended: 04/08/2026

Status: 05/12/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/12/2026 - Senate Rules

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

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

Introduced: 02/20/2026

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

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

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

Introduced: 02/20/2026

Last Amended: 04/13/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

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

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

Introduced: 02/20/2026

Last Amended: 03/19/2026

Status: 05/27/2026 - Referred to Com. on L. GOV.

Location: 05/27/2026 - Senate Local Government

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

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

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

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

AB 2543 (Ransom, D) Emergency preparedness: direct-current fast-charging station sites.

Introduced: 02/20/2026 (Spot bill)

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law establishes various duties and responsibilities of the State Energy Resources Conservation and Development Commission (Energy Commission) relating to energy usage in the state, including to carry out research and development into alternative sources of energy, improvements in energy generation, transmission, and siting, fuel substitution, and other topics related to energy supply, demand, public safety, ecology, and conservation that are of particular statewide importance, as provided. Existing law, the California Emergency Services Act, generally prescribes duties with regard to various types of emergencies and disasters, including requiring the Governor to coordinate the State Emergency Plan and those programs necessary for the mitigation of the effects of an emergency in this state. Existing law requires the Office of Emergency Services to include in the State Hazard Mitigation Plan an evaluation of risks from specified causes of a long-term electrical outage and, based on that analysis, requires the plan to identify cost-effective and feasible measures to lessen risks from those hazards, including, hardening the critical infrastructure of electrical utilities. This bill would require, on or before July 1, 2027, the Office of Emergency Services, in consultation with the Energy Commission and the Office of Energy Infrastructure Safety, to (1) identify and evaluate emergency types during which operators of direct-current fast-charging station sites should be required to maintain operations, (2) identify direct-current fast-charging station sites that are important to maintain during each emergency type based on specified factors, and (3) develop recommendations on how long energy should be maintained during each emergency type and on requirements for station operators to ensure operability of identified station sites during each emergency type, as provided.

AB 2552 (Avila Farias), which pertained to the Transit-Oriented Development Implementation Fund, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

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

Introduced: 02/20/2026

Last Amended: 04/15/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

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

AB 2576 (Harabedian, D) Transit-oriented development.

Introduced: 02/20/2026

Last Amended: 05/28/2026

Status: 05/28/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

Location: 05/13/2026 - Senate Housing

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

AB 2595 (Papan, D) Vehicles: electric bicycles.

Introduced: 02/20/2026

Status: 05/20/2026 - Referred to Com. on TRANS.

Location: 05/20/2026 - 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 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 existing law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25, except as specified.

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

Introduced: 02/20/2026

Last Amended: 04/14/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

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

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

Introduced: 02/20/2026

Last Amended: 05/18/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: The Outdoor Advertising Act provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. The act exempts from most of its provisions an advertising display used exclusively to advertise products, goods, or services that are either sold on the premises of an arena or marketed or promoted on the premises of an arena if, among other conditions, the arena has been authorized, as of January 1, 2021, by, or in accordance with, a local ordinance, including, but not limited to, a specific plan or sign district adopted in connection with the approval of the arena, as provided. The act requires an advertising display that is located on the premises of an arena and that was erected pursuant to the exemption also to be authorized by, or in accordance with, an ordinance, including, but not limited to, a specific plan or sign district, as provided. This bill would instead require, for purposes of the exemption, the arena to have been authorized, as of January 1, 2032, by, or in accordance with a local ordinance or other discretionary approval, including, but not limited to, a specific plan or sign district that benefits the arena, as specified. The bill would also limit the exemption to an arena that is fully constructed or under construction on or before January 1, 2027. The bill would instead require an advertising display that is located on the premises of an arena and that was erected pursuant to the exemption to be authorized by an ordinance or other discretionary approval, including, but not limited to, a specific plan, sign district, or conditional use permit, as specified.

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

Introduced: 03/16/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Location: 05/27/2026 - Senate Rules

Summary: Existing law makes it a crime for a person to pilot a vessel through the Golden Gate and into or out of a harbor in the Bays of San Francisco, San Pablo, and Suisun, unless the person has a license as a pilot, as provided. Existing law defines "Bays of San Francisco, San Pablo, and Suisun" as all the waters of the Bay of San Francisco, Bay of San Pablo, and Bay of Suisun, and of the tributaries, ports, and harbors of those bays, including the water areas from the south end of San Francisco Bay and from the Ports of Sacramento and Stockton to the Golden Gate Bridge. Existing law requires a pilot that provides pilotage service in the Bays of San Francisco, San Pablo, and Suisun to be insured, as provided, and requires a vessel, owner, operator, or demise or bareboat charterer hiring the pilot to either defend, indemnify, and hold harmless the pilot or provide trip insurance, as provided. This bill would clarify that the Bays of San Francisco, San Pablo, and Suisun includes the Ports of Sacramento and Stockton.

ACA 7 (Jackson, D) Government preferences.

Introduced: 02/13/2025

Last Amended: 05/26/2026

Status: 05/26/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on ED.

Calendar: 06/03/26 S-EDUCATION 9 a.m. - 1021 O Street, Room 2100 PÉREZ, SASHA RENÉE, Chair

Location: 05/20/2026 - Senate Education

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

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

Introduced: 03/26/2025

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

Location: 03/26/2025 - Assembly PRINT

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

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

Introduced: 04/22/2025

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

Location: 04/22/2025 - Assembly PRINT

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

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

Introduced: 01/07/2026

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

Location: 01/07/2026 - Assembly PRINT

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

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

Introduced: 01/15/2025

Last Amended: 04/07/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 01/30/2025

Last Amended: 05/28/2026

Status: 06/01/2026 - Re-referred to Com. on PUB. S. pursuant to Assembly Rule 96.

Location: 06/01/2026 - Assembly Public Safety

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

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

Introduced: 02/18/2025

Last Amended: 07/03/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 02/18/2025

Last Amended: 07/17/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

SB 508 (Valladares, R) California Environmental Quality Act: transportation impact mitigation.

Introduced: 02/19/2025

Last Amended: 09/09/2025

Status: 09/09/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on B. & P.

Location: 09/09/2025 - Assembly Business and Professions

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, current law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Current law authorizes the deposit of those contributions into the fund beginning on or before July 1, 2026, as determined by the Department of Housing and Community Development, and makes those moneys available to the department, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, current law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. Current law makes related findings and declarations. This bill would require a contribution to the fund to be deemed full and complete mitigation for that portion of the project's significant transportation impact mitigated by the contribution to the fund and a legally sufficient mitigation measure under CEQA. The bill would authorize the deposit of those contributions into the fund beginning on the date of the issuance of the initial guidance by the office.

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

Introduced: 02/20/2025

Last Amended: 04/29/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 6/16/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

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

Introduced: 02/20/2025

Last Amended: 06/27/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

SB 549 (Allen, D) Local government: Second Neighborhood Infill Finance and Transit Improvements Act: Resilient Rebuilding Authority for the Los Angeles Wildfires.

Introduced: 02/20/2025

Last Amended: 06/23/2025

Status: 09/12/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV on 9/10/2025)(May be acted upon Jan 2026)

Location: 09/10/2025 - Assembly 2 YEAR

Summary: The Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes 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 tax revenues of that entity to the district, including 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 imposed in accordance with the Transactions and Use Tax Law, if certain conditions are met, including that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. 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: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)

Location: 08/28/2025 - Assembly 2 YEAR

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

SB 569 (Blakespear, D) Department of Transportation: homeless encampments.

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/16/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

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 667 (Archuleta, D) Railroads: safety: wayside detectors.

Introduced: 02/20/2025

Last Amended: 01/22/2026

Status: 05/04/2026 - Referred to Coms. on U. & E. and TRANS.

Calendar: 06/10/26 A-UTILITIES AND ENERGY 1:30 p.m. - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair

Location: 05/04/2026 - Assembly Utilities and Energy

Summary: The Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track.

SB 677 (Wiener, D) Housing development: transit-oriented development.

Introduced: 02/21/2025

Last Amended: 01/08/2026

Status: 01/26/2026 - Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 01/26/2026 - Assembly DESK

Summary: Current law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, current law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Current law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Current law defines, among other terms, the term "high-frequency commuter rail" for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Current law also defines the term "Tier 2 transit-oriented development stop" for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of "high-frequency commuter rail" to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years.

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: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 6/5/2025)(May be acted upon Jan 2026)

Location: 07/17/2025 - Assembly 2 YEAR

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

Introduced: 02/21/2025

Last Amended: 07/02/2025

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

Location: 09/04/2025 - Assembly INACTIVE FILE

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

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

Introduced: 02/21/2025

Last Amended: 07/17/2025

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

Location: 08/28/2025 - Assembly 2 YEAR

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

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

Introduced: 01/16/2026

Status: 05/04/2026 - Referred to Com. on TRANS.

Location: 05/04/2026 - Assembly Transportation

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

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

Introduced: 01/28/2026

Last Amended: 03/11/2026

Status: 05/26/2026 - Referred to Com. on L. GOV.

Location: 05/26/2026 - Assembly Local Government

Summary: Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above.

SB 935 (Choi, R) Local agency design-build projects: authorization.

Introduced: 01/29/2026

Status: 05/04/2026 - Referred to Com. on L. GOV.

Calendar: 06/03/26 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

Location: 05/04/2026 - Assembly Local Government

Summary: Current law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. Current law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely.

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

Introduced: 02/02/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Coms. on L. & E., P. & C.P., and JUD.

Calendar: 06/10/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 05/26/2026 - Assembly Labor and Employment

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

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

Introduced: 02/02/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Coms. on L. & E. and P. & C.P.

Calendar: 06/10/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 05/26/2026 - Assembly Labor and Employment

Summary: Existing law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner (commissioner), within the Department of Industrial Relations. Existing law establishes the Employment Development Department (EDD), which is administered by the Director of Employment Development. Under existing law, the Director of Employment Development is vested with specified duties, purposes, responsibilities, and jurisdiction related to job creation activity functions, among other things. This bill would establish the California Worker Technological Displacement Act, which would require an employer, as defined, to provide at least a 60-day advanced written notice, as described, before any technological displacement affecting 25 or more workers during any 30-day period. The bill would require an employer to provide that notice to affected workers, the EDD, and specified local entities. The bill would also require an employer to provide a written technology hiring disruption notice to the EDD when it executes a technological cessation in hiring caused in whole by the adoption of artificial intelligence (AI) or other automating technology.

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

Introduced: 02/05/2026

Last Amended: 04/23/2026

Status: 05/26/2026 - Referred to Coms. on JUD. and L. GOV.

Calendar: 06/09/26 A-JUDICIARY 9 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

Location: 05/26/2026 - Assembly Judiciary

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

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

Introduced: 02/10/2026 (Spot bill)

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Coms. on TRANS. and P. & C.P.

Location: 05/26/2026 - Assembly Transportation

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

SB 1035 (Strickland), which pertained to suspension of the motor vehicle fuel tax, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

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

Introduced: 02/11/2026 (Spot bill)

Last Amended: 04/09/2026

Status: 05/26/2026 - Referred to Com. on L. & E.

Calendar: 06/10/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 05/26/2026 - Assembly Labor and Employment

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

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

Introduced: 02/12/2026

Last Amended: 03/26/2026

Status: 05/26/2026 - Referred to Coms. on INS. and L. & E.

Location: 05/26/2026 - Assembly Insurance

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

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

Introduced: 02/13/2026

Last Amended: 04/09/2026

Status: 05/27/2026 - Read third time. Passed. (Ayes 31. Noes 3.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/27/2026 - Assembly DESK

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

SB 1123 (Wiener, D) Administrative Procedure Act: major regulations.

Introduced: 02/17/2026

Status: 05/26/2026 - Read third time. Passed. (Ayes 26. Noes 8.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/26/2026 - Assembly DESK

Summary: The Administrative Procedure Act requires a state agency proposing to adopt, amend, or repeal an administrative regulation to assess the potential for adverse economic impact on California business enterprises and individuals and avoid the imposition of unnecessary or unreasonable regulations or reporting, recordkeeping, or compliance requirements. The act requires a state agency proposing to adopt, amend, or repeal a major regulation to satisfy additional requirements, including by requiring the state agency to prepare a standardized regulatory impact analysis in the manner prescribed by the Department of Finance, as specified, and requires the analysis to address certain items, including the creation or elimination of jobs within the state and the competitive advantages or disadvantages for businesses currently doing business within the state. This bill would require an agency, in estimating the economic impact of adopting, amending, or repealing a regulation, to identify and calculate any offsetting benefits, impacts, or savings that might result directly or indirectly from that adoption, amendment, or repeal and factor those benefits, impacts, or savings into its economic impact estimate.

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

Introduced: 02/18/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Com. on L. & E.

Calendar: 06/10/26 A-LABOR AND EMPLOYMENT 1:30 p.m. - State Capitol, Room 447 ORTEGA, LIZ, Chair

Location: 05/26/2026 - Assembly Labor and Employment

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

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

Introduced: 02/18/2026

Last Amended: 03/25/2026

Status: 05/18/2026 - Referred to Coms. on P. & C.P. and JUD.

Location: 05/18/2026 - Assembly Privacy and Consumer Protection

Summary: The California Constitution provides that people have the right of access to information concerning the conduct of the people's business. Various provisions of existing law, including the California Public Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines "person" to include any natural person, corporation, partnership, limited liability company, firm, or association. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Political Reform Act of 1974, the Administrative Procedure Act, and the California Environmental Quality Act (CEQA), "person," "interested person," "participant," "member of the public," as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence, as defined, systems, autonomous agents, robots, or other nonhuman entities, whether physical or digital. The bill would make findings and declarations related to these provisions.

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

Introduced: 02/18/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/26/2026 - Assembly DESK

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

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

Introduced: 02/18/2026

Last Amended: 04/23/2026

Status: 06/01/2026 - Referred to Coms. on L. GOV. and REV. & TAX.

Location: 06/01/2026 - Assembly Local Government

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

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

Introduced: 02/18/2026

Status: 06/01/2026 - Referred to Coms. on TRANS. and JUD.

Location: 06/01/2026 - Assembly Transportation

Summary: Current law authorizes the Department of Transportation to enter into any contracts required for the performance of its duties, as provided. Existing law establishes bid preferences in public contracting for certain types of bidders, including, but not limited to, small business and microbusiness bidders. This bill would, on and after January 1, 2028, require the department to provide certain bid preferences to a contractor with an employee stock ownership plan (ESOP) that bids on a state-funded construction contract, as specified. The bill would make it unlawful for a person or contractor to engage in specified behaviors related to the fraudulent obtaining or retaining of an ESOP bid preference and would subject a person or contractor engaged in those behaviors to a suspension from bidding on or participating in any contract with the department for certain periods and specified civil penalties.

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

Introduced: 02/18/2026

Last Amended: 03/24/2026

Status: 05/18/2026 - Referred to Com. on ELECTIONS.

Location: 05/18/2026 - Assembly Elections

Summary: The Political Reform Act of 1974 requires individual lobbyists to prepare certifications, as specified, for filing with the Secretary of State. If any change occurs in the information contained in a lobbyist certification, or if a lobbyist terminates all activity that required certification, existing law requires the lobbyist to submit an amended certification or notice of termination to the lobbyist's lobbying firm or lobbyist employer for filing with the Secretary of State within specified timelines. This bill would instead require the lobbyist to submit the amended certification or notice of termination directly to the Secretary of State.

SB 1177 (Cortese, D) High-Speed Rail Authority: project update report.

Introduced: 02/18/2026

Status: 05/26/2026 - Referred to Com. on TRANS.

Location: 05/26/2026 - Assembly Transportation

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Current law requires the authority to biennially provide a project update report to the Legislature on the development and implementation of intercity high-speed train service. Current law requires the project update report to include, among other things, the baseline budget for all project phase costs, by segment or contract, and a comparison of the current and projected work schedule and the baseline schedule contained in the California High-Speed Rail Program Revised 2012 Business Plan. This bill would additionally require the project update report to include (1) an explanation of the assumptions used for financing methods calculations, (2) a comparison of the current and projected work schedule to projected schedules in previous project update reports, (3) an analysis of potential ancillary revenue sources, and (4) a comparison and benchmarking of cost, scope, and timeline to international high-speed rail projects.

SB 1187 (Durazo, D) Open meetings: majority.

Introduced: 02/19/2026

Status: 05/18/2026 - Referred to Com. on L. GOV.

Location: 05/18/2026 - Assembly Local Government

Summary: Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law defines "meetings" for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define "majority" for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws.

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

Introduced: 02/19/2026

Last Amended: 04/09/2026

Status: 06/01/2026 - Referred to Com. on G.O.

Calendar: 06/10/26 A-GOVERNMENTAL ORGANIZATION 1:30 p.m. - 1021 O Street, Room 1100 RUBIO, BLANCA, Chair

Location: 06/01/2026 - Assembly Governmental Organization

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

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

Introduced: 02/19/2026

Last Amended: 05/14/2026

Status: 06/01/2026 - Referred to Coms. on TRANS. and NAT. RES.

Location: 06/01/2026 - Assembly Transportation

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

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

Introduced: 02/19/2026

Last Amended: 03/25/2026

Status: 05/26/2026 - Referred to Com. on G.O.

Location: 05/26/2026 - Assembly Governmental Organization

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

SB 1241 (Smallwood-Cuevas), which pertained to job site notices, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

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

Introduced: 02/19/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Referred to Coms. on TRANS. and W., P., & W.

Location: 05/26/2026 - Assembly Transportation

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

SB 1256 (Jones, R) Subdivision Map Act: action or proceeding.

Introduced: 02/19/2026

Last Amended: 04/30/2026

Status: 05/27/2026 - Read third time. Passed. (Ayes 33. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/27/2026 - Assembly DESK

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires that an action or proceeding to attack, review, set aside, void, or annul specified acts or decisions of a public agency on the grounds of noncompliance with CEQA be commenced in accordance with specified timeframes. Existing law, the Subdivision Map Act, vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification thereof. The act requires an action or proceeding against a decision of a local agency taken pursuant to that act to be commenced within a certain time period, as specified. This bill would prohibit an action or proceeding to enforce the Subdivision Map Act from being maintained, if certain criteria exist, including that the action or proceeding to enforce the Subdivision Map Act includes substantially similar claims or issues to claims or issues raised in an action or proceeding to enforce CEQA and the defendant in the action or proceeding to enforce the Subdivision Map Act was the defendant in the action or proceeding to enforce CEQA. The bill would provide that its provisions do not prohibit the filing of timely objections to an agency's return to a writ seeking to enforce its specific mandates or timely filing of a separate action relating to the same project, as specified.

SB 1266 (Stern, D) Crimes: theft.

Introduced: 02/19/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/28/2026 - Assembly DESK

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

SB 1275 (McNerney), which pertained to sales and use tax exemptions for used motor vehicles, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1287 (Hurtado), which pertained to credits for railroad expenditures, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1292 (Richardson, D) Enhanced curb management system.

Introduced: 02/20/2026

Last Amended: 04/22/2026

Status: 06/01/2026 - Referred to Coms. on TRANS. and P. & C.P.

Location: 06/01/2026 - Assembly Transportation

Summary: Existing law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2028. This bill would authorize, until January 1, 2032, the City of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, or Long Beach, or the city parking enforcement authority within those cities, to establish an enhanced curb management system that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the participating city to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and smart loading zones. The bill would require a participating city that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution.

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

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 06/01/2026 - Referred to Com. on TRANS.

Location: 06/01/2026 - Assembly Transportation

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

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

Introduced: 02/20/2026

Last Amended: 03/23/2026

Status: 05/11/2026 - Referred to Com. on TRANS.

Location: 05/11/2026 - Assembly Transportation

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

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

Introduced: 02/20/2026

Status: 06/01/2026 - Referred to Com. on NAT. RES.

Location: 06/01/2026 - Assembly Natural Resources

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. This bill would modify the definition of tribal cultural resource to, among other things, include a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is identified by the Native American Heritage Commission as a sacred place, as provided, or included in a local tribal register. (Based on 02/20/2026 text)

SB 1337 (Richardson, D) Interagency Working Group on Transportation Fuels Transition Strategy.

Introduced: 02/20/2026

Last Amended: 04/13/2026

Status: 06/01/2026 - Referred to Com. on U. & E.

Calendar: *06/10/26 A-UTILITIES AND ENERGY 1:30 p.m. - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair*

Location: 06/01/2026 - Assembly Utilities and Energy

Summary: Existing law establishes the Division of Petroleum Market Oversight to, among other things, provide independent oversight and analysis of the transportation fuels market for the protection of consumers by identifying market design flaws, market power abuses, and any other manner by which market participants act to harm competition or act contrary to the best interests of the consumers in the state. Existing law requires the director of the division, when requested, to appear before the appropriate policy committees of the Legislature to provide an update on the division's performance as compared to its objectives, the status of competition in the transportation fuels markets, and other information the committees request. This bill would establish the Interagency Working Group on Transportation Fuels Transition Strategy, which would be led by the State Energy Resources Conservation and Development Commission and consist of various entities, to develop priority policies and programs informed by a specified plan and assessment and strengthen coordination and communication regarding policies and regulations across state, regional, and local authorities, communities, and stakeholders in order to inform transportation fuels policy development and implementation, as provided.

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

Introduced: 02/20/2026

Last Amended: 04/30/2026

Status: 06/01/2026 - Referred to Coms. on H. & C.D. and L. GOV.

Calendar: 06/10/26 A-HOUSING AND COMMUNITY DEVELOPMENT 9:30 a.m. - State Capitol, Room 447 HANEY, MATT, Chair

Location: 06/01/2026 - Assembly Housing and Community Development

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

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

Introduced: 02/20/2026

Last Amended: 04/16/2026

Status: 06/01/2026 - Referred to Com. on NAT. RES.

Location: 06/01/2026 - Assembly Natural Resources

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. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program.

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

Introduced: 02/20/2026

Last Amended: 04/06/2026

Status: 06/01/2026 - Referred to Com. on TRANS.

Location: 06/01/2026 - Assembly Transportation

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

SB 1388 (Durazo, D) Local agencies: improvement and maintenance of natural habitat.

Introduced: 02/20/2026

Status: 05/18/2026 - Referred to Com. on L. GOV.

Location: 05/18/2026 - Assembly Local Government

Summary: Existing law authorizes a local agency to, as specified, establish a district to provide for the improvement or maintenance of natural habitat. Existing law authorizes the local agency to perform those functions or contract with the state, another local agency, or a special district to perform those functions, as specified. This bill would additionally authorize a local agency to contract with a joint powers authority to perform the above-described functions.

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

Introduced: 02/20/2026

Last Amended: 04/14/2026

Status: 05/20/2026 - In Assembly. Read first time. Held at Desk.

Location: 05/19/2026 - Assembly DESK

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

SB 1411 (Stern), which pertained to the High-Speed Rail Authority, failed to meet fiscal committee deadlines. Therefore, this bill has been removed from the matrix.

SB 1423 (Stern, D) Active Transportation Program: report.

Introduced: 02/20/2026

Last Amended: 04/23/2026

Status: 05/27/2026 - Read third time. Passed. (Ayes 29. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 05/27/2026 - Assembly DESK

Summary: Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and requires the guidelines to address, among other things, application timelines and application rating and ranking criteria. This bill would require the commission, on or before January 1, 2028, to conduct a study, and submit a report to the Legislature, on opportunities to improve equity, accessibility, cost-effectiveness, and the ease of application for prospective applicants for the Active Transportation Program, as specified. The bill would repeal these provisions on January 1, 2032.

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

Introduced: 02/20/2026

Last Amended: 04/23/2026

Status: 06/01/2026 - Referred to Com. on REV. & TAX.

Location: 06/01/2026 - Assembly Revenue and Taxation

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state of, or on the storage, use, or other consumption in this state of, tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including a partial exemption for the sale of, or the storage, use, or consumption of, certain tangible personal property purchased for use by a qualified person to be used primarily in specified manufacturing, processing, refining, fabricating, recycling, research and development, or electric power, as prescribed. Existing law prohibits an exemption under that provision unless the purchaser furnishes the retailer with an exemption certificate, completed in accordance with any instructions or regulations as the department may prescribe, and the retailer retains the exemption certificate in its records and furnishes it to the department upon request. This bill would additionally exempt, under the provision described above, from state sales and use tax laws qualified tangible personal property purchased for use by a qualified person to be used exclusively in the processing, altering, or other preparation required for converting or conditioning hydrogen or electricity for the fueling of a zero-emission vehicle, as specified. The bill would also exempt, under the provision described above, from state sales and use tax laws qualified tangible personal property purchased by a contractor for use in the performance of a construction contract for a qualified person who will use that property as an integral part of an activity listed above, as specified. By expanding the scope of the crime of perjury, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

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

Introduced: 02/20/2026

Last Amended: 05/14/2026

Status: 05/20/2026 - In Assembly. Read first time. Held at Desk.

Location: 05/19/2026 - Assembly DESK

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified. This bill would establish a permit program, administered by the authority, for encroachments on the authority's rights-of-way. The bill would make any person who installs or performs an encroachment within the authority's right-of-way, without a permit, guilty of a misdemeanor. The bill would also make any person who willfully damages any feature of the high-speed train system or any portion of the authority's right-of-way guilty of a misdemeanor. The bill would provide for civil penalties for specified categories of encroachment and, unless authorized by law or an encroachment permit, would make it unlawful to manage water flows in certain ways that impact the high-speed train system or the authority's right-of-way, as specified.

SCR 84 (Blakespear, D) California Rail Month.

Introduced: 05/19/2025

Last Amended: 03/12/2026

Status: 05/18/2026 - From committee: Be adopted. Ordered to third reading. (Ayes 6. Noes 0.) (May 18).

Calendar: 06/04/26 #18 A-THIRD READING FILE - SENATE BILLS

Location: 05/18/2026 - Assembly THIRD READING

Summary: Would recognize May 2026 as California Rail Month. (Based on 03/12/2026 text)

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

Introduced: 01/08/2026

Last Amended: 05/14/2026

Status: 05/14/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

Location: 05/04/2026 - Assembly Transportation

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

SCR 124 (Wiener, D) Transportation access: persons with epilepsy.

Introduced: 02/12/2026

Last Amended: 03/02/2026

Status: 05/11/2026 - Referred to Com. on TRANS.

Location: 05/11/2026 - Assembly Transportation

Summary: Would encourage relevant stakeholders to evaluate existing transportation programs, develop policy options, and consider pilot initiatives that improve reliable, affordable, and accessible transportation for individuals with epilepsy. The measure would also encourage coordination with federal partners and welcome the participation of advocacy groups in informing and advancing complementary state-federal strategies.