

AGENDA

Legislative Policy Committee Meeting

March 12, 2025

*** Start Time: 10:00 AM***

Location

San Bernardino County Transportation Authority
First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410

Legislative Policy Committee Membership

Chair - President

Ray Marquez, Council Member
City of Chino Hills

Art Bishop, Mayor Pro Tem
Town of Apple Valley

Vice Chair – Vice President

Rick Denison, Council Member
Town of Yucca Valley

Larry McCallon, Mayor Pro Tem
City of Highland

Past President

Dawn Rowe, Supervisor
County of San Bernardino

Paul Cook, Supervisor
County of San Bernardino

**San Bernardino County Transportation Authority
San Bernardino Council of Governments**

AGENDA

Legislative Policy Committee

March 12, 2025

***** Start Time: 10:00 AM*****

Location

SBCTA Office

First Floor Lobby Board Room

1170 W. 3rd Street, San Bernardino, CA 92410

Items listed on the agenda are intended to give notice to members of the public of a general description of matters to be discussed or acted upon. The posting of the recommended actions does not indicate what action will be taken. The Board may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional *“Meeting Procedures”* and agenda explanations are attached to the end of this agenda.

CALL TO ORDER

(Meeting Chaired by Ray Marquez)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications – Julie Perales

Public Comment

Brief Comments from the General Public

Note: Public Comment on items listed on this agenda will be allowed only during this committee meeting. No public comment will be allowed on committee items placed on the Consent Agenda at the Board of Directors meeting. If an item has substantially changed after consideration during the committee meeting, the item will be placed on Discussion for Board and public comment will be allowed.

Possible Conflict of Interest Issues

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

1. Information Relative to Possible Conflict of Interest

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

This item is prepared monthly for review by Board and Committee members.

Pg. 9

DISCUSSION ITEMS

Discussion - Legislative/Public Outreach

2. State Legislative Update

Receive the March 2025 State Legislative Update relating to the following:

- Transportation; and
- Council of Governments.

Presenter: Louis Vidaure

This item is not scheduled for review by any other policy committee or technical advisory committee.

Pg. 10

3. Bill Position Recommendations

That the Legislative Policy Committee, on behalf of the San Bernardino County Transportation Authority Board of Directors, adopt the following recommended positions:

A. Approve a support position on Assembly Bill 334 by Assemblywoman Cottie Petrie-Norris which would allow for information sharing between toll operators in California and out of state toll operators to advance national interoperability.

B. Approve a support position on Assembly Bill 394 by Assemblywoman Lori Wilson which would expand protections for operators and riders of public transit.

Presenter: Louis Vidaure

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item.

Pg. 71

4. Federal Legislative Update

Receive the March 2025 Federal Legislative Update and provide direction as appropriate, relating to the following:

- Transportation; and
- Council of Governments.

Presenter: Louis Vidaure

This item is not scheduled for review by any other policy committee or technical advisory committee.

Pg. 83

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

Pg. 86

Acronym List

Pg. 87

Mission Statement

Pg. 89

The next Legislative Policy Committee meeting is scheduled for April 9, 2025.

Meeting Procedures and Rules of Conduct

Meeting Procedures - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility & Language Assistance - The meeting facility is accessible to persons with disabilities. A designated area is reserved with a microphone that is ADA accessible for public speaking. A designated section is available for wheelchairs in the west side of the boardroom gallery. If assistive listening devices, other auxiliary aids or language assistance services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at clerkoftheboard@gosbcta.com and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Service animals are permitted on SBCTA's premises. The ADA defines service animals as dogs or miniature horses that are individually trained to do work or perform tasks for people with disabilities. Under the ADA, service animals must be harnessed, leashed, or tethered, unless these devices interfere with the service animal's work, or the individual's disability prevents using these devices. In that case, the individual must maintain control of the animal through voice, signal, or other effective controls.

Accesibilidad y asistencia en otros idiomas - Las personas con discapacidad pueden acceder a la sala de reuniones. Se reserva una zona designada con un micrófono accesible que cumple con los requisitos de la ADA para hablar en público. Una sección designada está disponible para sillas de ruedas en el lado oeste de la galería de la sala de reuniones. Si se necesitan dispositivos de ayuda auditiva, otras ayudas auxiliares o servicios de asistencia en otros idiomas para participar en la reunión pública, las solicitudes deben presentarse al Secretario de la Junta al menos tres (3) días hábiles antes de la fecha de la reunión de la Junta. Puede comunicarse con el Secretario llamando al (909) 884-8276 o enviando un correo electrónico a clerkoftheboard@gosbcta.com. La oficina se encuentra en 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Los animales de servicio están permitidos en las instalaciones de SBCTA. La ADA define a los animales de servicio como perros o caballos miniatura que son entrenados individualmente para hacer trabajo o realizar tareas para personas con discapacidades. Según la ADA, los animales de servicio deben tener un arnés o ser atados, a menos que estos dispositivos interfieran con el trabajo del animal de servicio, o que la discapacidad de la persona impida el uso de estos dispositivos. En ese caso, la persona debe mantener el control del animal a través de su voz, señales u otros controles efectivos.

Agendas – All agendas are posted at www.gosbcta.com/board/meetings-agendas/ at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3rd Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting.

Agenda Actions – Items listed on both the “Consent Calendar” and “Discussion” contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

Closed Session Agenda Items – Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the President of the Board or Committee Chair (“President”) will announce the subject matter of the closed session. If reportable action is taken in closed session, the President shall report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item, except Board agenda items that were previously considered at a Policy Committee meeting where there was an opportunity for public comment. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Any individual who wishes to share written information with the Board may provide 35 copies to the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at clerkoftheboard@gosbcta.com, no later than 5:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment on those items.

Public Comment –An opportunity is also provided for members of the public to speak on any subject within the Board’s jurisdiction. Matters raised under “Public Comment” will not be acted upon at that meeting. See, “Public Testimony on an Item,” above.

Disruptive or Prohibited Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the President may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner.

Your cooperation is appreciated!

**General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Attendance.

- The President of the Board or Chair of a Policy Committee (Chair) has the option of taking attendance by Roll Call. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name.
- A Member/Alternate who arrives after attendance is taken shall announce his/her name prior to voting on any item.
- A Member/Alternate who wishes to leave the meeting after attendance is taken but before remaining items are voted on shall announce his/her name and that he/she is leaving the meeting.

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee. Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.
- The “aye” votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion shall individually and orally state the Member’s “nay” vote or abstention. Members present who do not individually and orally state their “nay” vote or abstention shall be deemed, and reported to the public, to have voted “aye” on the motion.
- Votes at teleconferenced meetings shall be by roll call, pursuant to the Brown Act, or, at any meeting, upon the demand of five official representatives present or at the discretion of the presiding officer.

The Vote as specified in the SBCTA Administrative Code and SANBAG Bylaws.

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the Alternate shall be entitled to vote. (Note that Alternates may vote only at meetings of the Board of Directors, Metro Valley Study Session and Mountain/Desert Policy Committee.)

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the Chair shall ask the maker of the original motion if he or she would like to amend the motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a Member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively, and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time to time, circumstances may require deviation from general practice (but not from the Brown Act or agency policy).
- Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

Revised March 2014

Revised May 4, 2016

Revised June 7, 2023

Minute Action

AGENDA ITEM: 1

Date: March 12, 2025

Subject:

Information Relative to Possible Conflict of Interest

Recommendation:

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background:

In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$500 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
		<i>None</i>	

Financial Impact:

This item has no direct impact on the budget.

Reviewed By:

This item is prepared monthly for review by Board and Committee members.

Responsible Staff:

Otis Greer, Director of Legislative and Public Affairs

Approved
Legislative Policy Committee
Date: March 12, 2025

Witnessed By:

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 2

Date: *March 12, 2025*

Subject:

State Legislative Update

Recommendation:

Receive the March 2025 State Legislative Update relating to the following:

- Transportation; and
- Council of Governments.

Background:

New Legislative Session

While the 2025-26 legislative session reconvened in early January 2025, legislators have spent most of their time getting acquainted in their new offices, hiring their staff, waiting for committee assignments, and preparing their legislative agendas for the year.

The deadline to introduce bills for the 2025 legislative session was February 21, 2025, so the weeks prior consisted mostly of the initial groundwork and planning for these new bills. After the bill introduction deadline passed, 2,495 new pieces of legislation or constitutional amendments were introduced.

There have been several productive conversations through the policy committee informational hearing process that will also help shape the newly introduced legislation and more hearings are being scheduled for the spring.

After being introduced, bills must be in print for 30 days before being taken up in a policy committee. The committee process will commence in March 2025, and all of the new bills will begin to be scheduled for their first hearings. Finally, these bills will have to be out of the first house policy committee before Friday, May 16, 2025, when the Appropriations Committee will take up any fiscal bills that have passed through the policy committees.

Governor's Proposed Budget

The Senate and Assembly budget subcommittees have been meeting on a regular basis to review the Governor's proposed budget for the 2025-2026 fiscal year. This is where legislators can hear directly from each state department on their proposed budget for the year and begin to dive into more detailed fiscal discussions. It is still early in the process and there will be months more of hearings. The Legislature's priorities are beginning to take shape, and this will set up the Legislature and the Governor for their final negotiations on budget items before the June 15, 2025, deadline to pass the budget.

On February 20, 2025, the Legislative Analyst's Office (LAO) noted that in light of 2024-25 tax collections to date, "there is upside potential relative to the revenues assumed in the Governor's Budget." The LAO's update suggested the possibility of revenues being \$4.4 billion above the Governor's Budget projections for 2024-25 and \$2.4 billion above for 2025-26, with possible personal income tax gains offsetting weakness in corporation and sales taxes, relative to the administration's most recent forecasts.

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Legislative Policy Committee Agenda Item

March 12, 2025

Page 2

These higher revenues will improve the near-term “bottom line” of the state budget by a much smaller net amount, if any. This is for several reasons. In most years, 40 percent or more of increased revenues must go to school spending, and other funds must go to reserves. For the 2025-26 budget, in particular, higher revenues may allow lower planned withdrawals from the state’s rainy day fund, especially in light of future projected deficits and threats of major federal cuts.

In addition, pursuant to Senate Bill 175 of 2024, certain temporary tax increases in the 2024 budget plan may not apply for taxable years in which the Director of Finance determines that General Fund money over the multi-year forecast is sufficient without those increases, and there is language in the annual budget act not applying those provisions. The LAO says, “the surge appears linked to the strength of the stock market”, which “has boosted the earnings of high-income Californians and, in turn, income tax collections.” The office again questions whether the recent stock market really is sustainable, but notes that “similar observations could have been made in 1998, but the stock market and the state continued to experience a boom for two more years.” “Stubbornly elevated inflation further complicates this picture,” LAO analysts write, adding this “also poses a risk for the continued strength of the stock market.”

Attachment A contains a list of legislative bills of interest to the San Bernardino County Transportation Authority/San Bernardino Council of Governments.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Louis Vidaure, Legislative Analyst

Approved
Legislative Policy Committee
Date: March 12, 2025

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Status Report

Wednesday, 02/26/2025

Wednesday, February 26, 2025

Sorted by: Measure

[AB 3](#)
[Dixon \(R\)](#)
[HTML](#)
[PDF](#)

Alcohol and drug treatment facilities: local regulation.

Progress bar



Bill information

Status: 02/03/2025 - Referred to Com. on Health.

Summary: Current law requires an alcoholism or drug abuse recovery or treatment facility that serves 6 or fewer persons to be considered a residential use of property for the purposes of local regulation, regardless of whether or not unrelated persons are living together. This bill would exempt an alcoholism or drug abuse recovery or treatment facility licensed on or after January 1, 2026, from being considered a residential use of property for the purposes of local regulation if the facility is located within 300 feet of another recovery or treatment facility, both facilities share the same owner or director or share programs or amenities, and the total number of residents in both facilities is greater than 6. (Based on 12/02/2024 text)

Location: 02/03/2025 - Assembly HEALTH

Current Text: 12/02/2024 - Introduced

[AB 6](#)
[Ward \(D\)](#)
[HTML](#)
[PDF](#)

Residential developments: building standards: review.

Progress bar



Bill information

Status: 02/03/2025 - Referred to Com. on H. & C.D.

Summary: The California Building Standards Law establishes the California Building Standards Commission within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code (code). Current law requires the commission to publish, or cause to be published, editions of the code in its entirety once every 3 years. Current law requires the building standards and rules and regulations to impose substantially the same requirements as are contained in the most recent editions of specified international or uniform industry codes, including the International Residential Code of the International Code Council. Current law establishes the Department of Housing and Community Development (department) in the Business, Consumer Services, and Housing Agency and requires the department to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would require the department to convene a working group no later than December 31, 2026, to research and consider identifying and recommending amendments to state building standards allowing residential developments to be built, as specified. The bill would require the department, no later than December 31, 2027, to provide a one-time report of its findings to the Legislature in the annual report described above. (Based on 12/02/2024 text)

Location: 02/03/2025 - Assembly H. & C.D.

Current Text: 12/02/2024 - Introduced

[AB 11](#)
[Lee \(D\)](#)
[HTML](#)
[PDF](#)

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

The Social Housing Act.

Progress bar



Bill information

Status: 02/03/2025 - Referred to Com. on H. & C.D.

Summary: Current law creates a housing authority in each county or city, which functions upon the adoption of a specified resolution by the relevant governing body. Current law authorizes these housing authorities, within their jurisdictions, to construct, reconstruct, improve, alter, or repair all or part of any housing project. Current law establishes various programs that provide housing assistance. This bill would enact the Social Housing Act and would create the California Housing Authority as an independent state body, the mission of which would be to ensure that social housing developments that are produced and acquired align with the goals of eliminating the gap between housing production and regional housing needs assessment targets and preserving affordable housing. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed or authorized by the authority would be owned by the authority. (Based on 12/02/2024 text)

Location: 02/03/2025 - Assembly H. & C.D.

Current Text: 12/02/2024 - Introduced

[AB 12](#)
[Wallis \(R\)](#)
[HTML](#)
[PDF](#)

Low-carbon fuel standard: regulations.

Progress bar



Bill information

Status: 02/18/2025 - Referred to Com. on NAT. RES.

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024. (Based on 12/02/2024 text)

Location: 02/18/2025 - Assembly NAT. RES.

Current Text: 12/02/2024 - Introduced

[AB 20](#)
[DeMaio \(R\)](#)
[HTML](#)
[PDF](#)

Homelessness: Housing First.

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Bill information

Status: 12/03/2024 - From printer. May be heard in committee January 2.

Summary: Would state the intent of the Legislature to enact legislation to reduce homelessness by ending the Housing First model, as specified. (Based on 12/02/2024 text)

Location: 12/02/2024 - Assembly PRINT

Current Text: 12/02/2024 - Introduced

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

AB 21

DeMaio (R)

HTML

PDF

Taxpayer Protection Act of 2025.

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Bill information

Status: 12/03/2024 - From printer. May be heard in committee January 2.

Summary: Would declare the intent of the Legislature to enact a constitutional amendment to limit the ability of state and local governments to raise taxes, restore a 2/3 vote requirement on local special tax increases, impose voter approval requirements on specific categories of new taxes, and regulate the titles on state and local ballot measures relating to tax increases. (Based on 12/02/2024 text)

Location: 12/02/2024 - Assembly PRINT

Current Text: 12/02/2024 - Introduced

AB 23

DeMaio (R)

HTML

PDF

The Cost of Living Reduction Act of 2025.

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Bill information

Status: 12/03/2024 - From printer. May be heard in committee January 2.

Summary: Current law establishes the Milton Marks “Little Hoover” Commission on California State Government Organization and Economy (Little Hoover Commission) to promote economy, efficiency, and improved service in the transaction of the public business in the various departments, agencies, and instrumentalities of the executive branch of state government. This bill, the Cost of Living Reduction Act of 2025, would declare the intent of the Legislature to enact subsequent legislation to reduce the cost of living in California by undertaking specified activities, including, among other things, by suspending all state taxes and fees on gasoline and electric and gas utilities and by requiring the Little Hoover Commission to provide a report on methods to reduce the cost of living in other areas, as provided. (Based on 12/02/2024 text)

Location: 12/02/2024 - Assembly PRINT

Current Text: 12/02/2024 - Introduced

AB 26

DeMaio (R)

HTML

PDF

Eliminate the Politicians’ Perks Act of 2025.

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Bill information

Status: 12/03/2024 - From printer. May be heard in committee January 2.

Summary: Would state the intent of the Legislature to enact legislation that holds elected officials accountable by prohibiting Members of the Legislature from accepting gifts or trading in individual stock, imposing a lifetime lobbying ban, eliminating exemptions for the Legislature from labor, workplace, and public record laws, and eliminating government pensions for local elected officials. (Based on 12/02/2024 text)

Location: 12/02/2024 - Assembly PRINT

Current Text: 12/02/2024 - Introduced

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

AB 33
Aguiar-Curry (D)
HTML
PDF

Autonomous vehicles.

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Bill information

Status: 12/03/2024 - From printer. May be heard in committee January 2.

Summary: Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would make technical, nonsubstantive changes to these provisions. (Based on 12/02/2024 text)

Location: 12/02/2024 - Assembly PRINT **Current Text:** 12/02/2024 - Introduced

AB 34
Patterson (R)
HTML
PDF

Air pollution: regulations: consumer costs: review.

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Bill information

Status: 02/03/2025 - Referred to Com. on NAT. RES.

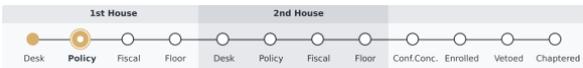
Summary: Current law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Current law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. This bill would prohibit the state board from adopting any standard, regulation, or rule under this authority until the Legislative Analyst has analyzed the cost to the consumer of the proposed standard, regulation, or rule and submitted its analysis to the Legislature. (Based on 12/02/2024 text)

Location: 02/03/2025 - Assembly NAT. RES. **Current Text:** 12/02/2024 - Introduced

AB 35
Alvarez (D)
HTML
PDF

California Environmental Quality Act: clean hydrogen transportation projects.

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Bill information

Status: 02/18/2025 - Referred to Coms. on NAT. RES. and JUD.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete. (Based on 12/02/2024 text)

Location: 02/18/2025 - Assembly NAT. RES.

Current Text: 12/02/2024 - Introduced

[AB 36](#)
[Soria \(D\)](#)
[HTML](#)
[PDF](#)

Housing elements: prohousing designation.

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Bill information

Status: 02/03/2025 - Referred to Coms. on H. & C.D. and L. GOV.

Summary: The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The law requires the Department of Housing and Community Development (HCD) to determine whether the housing element is in substantial compliance with specified provisions of that law. Current law requires HCD to designate jurisdictions as prohousing pursuant to emergency regulations adopted by HCD, as prescribed, and to report those designations to the Office of Land Use and Climate Innovation. Current law specifies that these emergency regulations will remain in effect until HCD promulgates permanent prohousing regulations. This bill would instead require HCD to designate jurisdictions as prohousing pursuant to permanent regulations adopted by HCD to implement these provisions, as specified. Beginning with the 7th housing element cycle, the bill would require HCD to use materials from a jurisdiction's housing element submission when determining whether the jurisdiction qualifies as prohousing. (Based on 12/02/2024 text)

Location: 02/03/2025 - Assembly H. & C.D.

Current Text: 12/02/2024 - Introduced

[AB 37](#)
[Elhawary \(D\)](#)
[HTML](#)
[PDF](#)

Workforce development: mental health service providers: homelessness.

Progress bar



Bill information

Status: 12/03/2024 - From printer. May be heard in committee January 2.

Summary: Would state the intent of the Legislature to enact legislation relating to expanding the workforce of those who provide mental health services to "homeless persons" or "homeless people," as specified. (Based on 12/02/2024 text)

Location: 12/02/2024 - Assembly PRINT

Current Text: 12/02/2024 - Introduced

[AB 39](#)
[Zbur \(D\)](#)
[HTML](#)
[PDF](#)

General plans: Local Electrification Planning Act.

Progress bar



Bill information

Status: 02/25/2025 - From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

Summary: The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city's or county's physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location and extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require a each city, county, or city and county, on or after January 1, 2027, but no later than January 1, 2030, to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes locally based goals, objectives, policies, and feasible implementation measures that include, among other things, the identification of opportunities to expand electric vehicle charging, as specified, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups. For these purposes, the bill would authorize a city, county, or city and county to incorporate by reference into the general plan a previously adopted similar plan that meets the above-described requirements, as specified. (Based on 02/25/2025 text)

Location: 02/03/2025 - Assembly L. GOV.

Current Text: 02/25/2025 - Amended

Last Amend: 02/25/2025

[AB 41](#) [Macedo \(R\)](#) [HTML](#) [PDF](#)

State Air Resources Board: regulations: impact estimates: retail gasoline prices: public disclosure.

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Bill information

Status: 02/18/2025 - Referred to Com. on NAT. RES.

Summary: Would require the State Air Resources Board, in consultation with the State Energy Resources Conservation and Development Commission, before adopting or amending a regulation that imposes costs on gasoline refiners, distributors, or retailers, to make available to the public, including on its internet website, an estimate of the impact on retail gasoline prices due to the proposed new regulation or the existing regulation and the proposed amendments to that regulation. The bill would require the estimate to include a maximum estimated impact on retail gasoline prices that assumes the maximum possible cost imposed, as specified, and that all costs are passed on to consumers. (Based on 12/02/2024 text)

Location: 02/18/2025 - Assembly NAT. RES.

Current Text: 12/02/2024 - Introduced

[AB 69](#) [Calderon \(D\)](#) [HTML](#) [PDF](#)

FAIR Plan policy renewals.

Progress bar



Bill information

Status: 02/03/2025 - Referred to Com. on INS.

Summary: The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate to administer a program for the equitable apportionment of basic property insurance for persons who are unable to obtain that coverage through normal channels. Current law requires the association to implement programs to help reduce the number of existing FAIR Plan policies. This bill would require a broker of record to determine if a FAIR Plan policy can be moved to a voluntary market insurance company before the policy is renewed. (Based on 12/10/2024 text)

Location: 02/03/2025 - Assembly INS.

Current Text: 12/10/2024 - Introduced

[AB 76](#)
[Alvarez \(D\)](#)
[HTML](#)
[PDF](#)

Surplus land: exempt surplus land: sectional planning area.

Progress bar



Bill information

Status: 02/03/2025 - Referred to Coms. on L. GOV. and H. & C.D.

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines terms for these purposes. Current law defines “exempt surplus land” to mean, among other things, land that is subject to a sectional planning area, as described, and meets specified requirements, including that at least 25% of the units are dedicated to lower income households, as specified, and that is developed at an average density of at least 10 units per acre calculated with respect to the entire sectional planning area. This bill would change those requirements so that at least 25% of units that are not designated for students, faculty, or staff of an academic institution must be dedicated to lower income households, as specified, and that the land must be developed at an average density of at least 10 units per acre, calculated with respect to the entire sectional planning area and inclusive of housing designated for students, faculty, and staff of an academic institution. (Based on 12/16/2024 text)

Location: 02/03/2025 - Assembly L. GOV.

Current Text: 12/16/2024 - Introduced

[AB 226](#)
[Calderon \(D\)](#)
[HTML](#)
[PDF](#)

California FAIR Plan Association.

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Bill information

Status: 02/19/2025 - Coauthors revised.

Summary: The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate in administering a program for the equitable apportionment of basic property insurance for persons who are unable to obtain that coverage through normal channels. Current law requires the association’s plan of operation and any amendment to the plan to be approved by the Insurance Commissioner. Current law establishes the California Infrastructure and Economic Development Bank and authorizes it to issue bonds to provide funds for the payment of costs of a project for a participating party or upon request by a state entity. This bill would authorize the association, if granted prior approval from the commissioner, to request the California Infrastructure and Economic

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Development Bank to issue bonds, and would authorize the bank to issue those bonds to finance the costs of claims, to increase liquidity and claims-paying capacity of the association, and to refund bonds previously issued for that purpose. The bill would specify that the association is a participating party and that financing all or any portion of the costs of claims or to increase liquidity and the claims-paying capacity of the association is a project for bond purposes. The bill would authorize the bank to loan the proceeds of issued bonds to the association, and would authorize the association to enter into a loan agreement with the bank and to enter into a line of credit agreement with an institutional lender or broker-dealer. (Based on 01/09/2025 text)

Location: 02/18/2025 - Assembly INS.

Current Text: 01/09/2025 - Introduced

AB 234
Calderon (D)
HTML
PDF

California FAIR Plan Association governing committee.

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Bill information

Status: 02/10/2025 - Referred to Com. on INS.

Summary: The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate to administer a program for the equitable apportionment of basic property insurance for persons who are unable to obtain that coverage through normal channels. Current law establishes a governing committee for the association and prescribes its membership. This bill would require the Speaker of the Assembly and the Chairperson of the Senate Committee on Rules to serve as nonvoting, ex officio members of the governing committee, and would authorize each to name a designee to serve in their place. (Based on 01/13/2025 text)

Location: 02/10/2025 - Assembly INS.

Current Text: 01/13/2025 - Introduced

AB 238
Harabedian (D)
HTML
PDF

Mortgage forbearance: state of emergency: wildfire.

Progress bar



Bill information

Status: 02/24/2025 - Re-referred to Coms. on B.&F. and JUD. pursuant to Assembly Rule 96. Assembly Rule 56 suspended. (Pending re-refer to Com. on JUD.)

Summary: Current law requires a mortgage servicer to comply with applicable federal guidance regarding borrower options following a forbearance relating to the COVID-19 emergency. This bill would authorize a borrower who is experiencing financial hardship due to the wildfire disaster described in the proclamation of a state of emergency issued by Governor Gavin Newsom on January 7, 2025, to request forbearance on their mortgage loan. The bill would require the borrower to affirm that they are experiencing a financial hardship during the wildfire disaster. Because the bill would expand the crime of perjury, the bill would impose a state-mandated local program. (Based on 01/13/2025 text)

Location: 02/20/2025 - Assembly B. & F.

Current Text: 01/13/2025 - Introduced

AB 259
Rubio, Blanca (D)
HTML
PDF

Open meetings: local agencies: teleconferences.

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Bill information

Status: 02/10/2025 - Referred to Com. on L. GOV.

Summary: The Ralph M. Brown Act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law, 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 remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely. (Based on 01/16/2025 text)

Location: 02/10/2025 - Assembly L. GOV.

Current Text: 01/16/2025 - Introduced

[AB 261](#)
[Quirk-Silva \(D\)](#)
[HTML](#)
[PDF](#)

Fire safety: fire hazard severity zones: State Fire Marshal.

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Bill information

Status: 02/10/2025 - Referred to Coms. on NAT. RES. and E.M.

Summary: Current law requires the State Fire Marshal to classify lands within state responsibility areas into fire hazard severity zones, and, by regulation, designate fire hazard severity zones and assign to each zone a rating reflecting the degree of severity of fire hazard that is expected to prevail in the zone. Current law requires the State Fire Marshal to periodically review designated and rated zones and, as necessary, revise zones or their ratings or repeal the designation of zones. Current law also requires the State Fire Marshal to identify areas in the state that are not state responsibility areas as moderate, high, and very high fire hazard severity zones based on consistent statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas, and to periodically review and make recommendations relative to very high fire hazard severity zones. This bill would, as applied to both state responsibility areas and lands that are not state responsibility areas, authorize the State Fire Marshal, in periods between the State Fire Marshal's review of areas of the state for recommendations regarding an area's fire hazard severity zone, to confer with entities, including, but not limited to, public agencies, tribes, nonprofit organizations, project applicants, and members of the public, on actions that may impact the degree of fire hazard in an area or the area's recommended fire hazard severity zone designation. (Based on 01/16/2025 text)

Location: 02/10/2025 - Assembly NAT. RES.

Current Text: 01/16/2025 - Introduced

AB 266

Davies (R)

HTML

PDF

Freeway Service Patrol Act: sponsorship agreement.

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Bill information

Status: 02/10/2025 - Referred to Com. on TRANS.

Summary: The Freeway Service Patrol Act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into exclusive sponsorship agreements that allow for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo. (Based on 01/17/2025 text)

Location: 02/10/2025 - Assembly TRANS.

Current Text: 01/17/2025 - Introduced

AB 267

Macedo (R)

HTML

PDF

Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.

Progress bar



Bill information

Status: 02/18/2025 - Referred to Coms. on TRANS. and NAT. RES.

Summary: Would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the State Air Resources Board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention. (Based on 01/17/2025 text)

Location: 02/18/2025 - Assembly TRANS.

Current Text: 01/17/2025 - Introduced

AB 273

Sanchez (R)

HTML

PDF

Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.

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Bill information

Status: 02/18/2025 - Referred to Coms. on TRANS. and NAT. RES.

Summary: The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of greenhouse gas emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure. (Based on 01/21/2025 text)

Location: 02/18/2025 - Assembly TRANS.

Current Text: 01/21/2025 - Introduced

[AB 289](#)
[Haney \(D\)](#)
[HTML](#)
[PDF](#)

State highway work zone speed safety program.

Progress bar



Bill information

Status: 02/10/2025 - Referred to Coms. on TRANS. and P. & C.P.

Summary: Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Current law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 125 speed safety systems on state highway construction or maintenance areas, as specified. The bill would require the department to adopt written guidelines for the use of speed safety systems before entering into an agreement regarding a speed safety system, purchasing or leasing equipment for a program, or implementing a program, and would require the department, in developing the guidelines, to consult with the Department of the California Highway Patrol and other relevant stakeholder organizations. (Based on 01/22/2025 text)

Location: 02/10/2025 - Assembly TRANS.

Current Text: 01/22/2025 - Introduced

[AB 294](#)
[Gallagher \(R\)](#)
[HTML](#)
[PDF](#)

Recovery from disaster or emergency: funding priority.

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Bill information

Status: 02/10/2025 - Referred to Com. on E.M.

Summary: The Office of Emergency Services (OES) is under the supervision of the Director of Emergency Services. During a state of war emergency, a state of emergency, or a local emergency, current law requires the director to coordinate the emergency activities of all state agencies in connection with that emergency. This bill would authorize the OES to prioritize funding and technical assistance under specified programs, including, but not limited to, for infrastructure and housing recovery projects, in communities that suffered a loss in population and businesses due to a major federal disaster, state of emergency, or local emergency and have unmet recovery needs as a result of a major federal disaster, state of emergency, or local emergency. (Based on 01/23/2025 text)

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Location: 02/10/2025 - Assembly
EMERGENCY MANAGEMENT

Current Text: 01/23/2025 - Introduced

AB 306 **Schultz (D)** [HTML](#) [PDF](#)

Building regulations: state building standards.

Progress bar



Bill information

Status: 02/18/2025 - Referred to Com. on H. & C.D.

Summary: The California Building Standards Law establishes the California Building Standards Commission within the Department of General Services. Current law requires the commission to approve and adopt building standards and to codify those standards in the California Building Standards Code. The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. Current law requires, among other things, the building standards adopted and submitted by the department for approval by the commission, as specified, to be adopted by reference, with certain exceptions. Current law authorizes any city or county to make changes in those building standards that are published in the code, including to green building standards. Current law requires the governing body of a city or county, before making modifications or changes to those green building standards, to make an express finding that those modifications or changes are reasonably necessary because of local climatic, geological, or topographical conditions. This bill would, from June 1, 2025, until June 1, 2031, inclusive, prohibit a city or county from making changes to the above-described building standards unless a certain condition is met, including that the commission deems those changes or modifications necessary as emergency standards to protect health and safety. (Based on 01/23/2025 text)

Location: 02/18/2025 - Assembly H. & C.D.

Current Text: 01/23/2025 - Introduced

AB 307 **Petrie-Norris (D)** [HTML](#) [PDF](#)

Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Department of Forestry and Fire Protection: fire camera mapping system.

Progress bar



Bill information

Status: 02/10/2025 - Referred to Com. on NAT. RES.

Summary: The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 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. Of these funds, the act makes available \$1,500,000,000, upon appropriation by the Legislature, for wildfire prevention, including, among other things, by making \$25,000,000 available, upon appropriation by the Legislature, to the Department of Forestry and Fire Protection for technologies that improve detection and assessment of new fire ignitions. This bill would require, of the \$25,000,000 made available to the department, \$10,000,000 be allocated for purposes of the ALERTCalifornia fire camera mapping system. (Based on 01/23/2025 text)

Location: 02/10/2025 - Assembly NAT. RES.

Current Text: 01/23/2025 - Introduced

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

AB 314

Arambula (D)

HTML

PDF

California Environmental Quality Act: major transit stop.

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Bill information

Status: 02/10/2025 - Referred to Com. on NAT. RES.

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 exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would additionally define “major transit stop” to include a planned or existing high-speed rail station. Because the bill would require a lead agency to make an additional determination as to whether a location is a major transit stop for purposes of determining whether residential or mixed-use residential projects are exempt from CEQA, this bill would impose a state-mandated local program. (Based on 01/23/2025 text)

Location: 02/10/2025 - Assembly NAT. RES.

Current Text: 01/23/2025 - Introduced

AB 317

Jackson (D)

HTML

PDF

California First Time Homeowner Dream Act.

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Bill information

Status: 01/27/2025 - Read first time.

Summary: The California Environmental Quality Act 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. Current law exempts various projects from CEQA, including projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. This bill would exempt from CEQA the new construction of a single-family dwelling that meets specified conditions, including that the project contains one single-family dwelling that is 1,500 square feet or less with no more than 3 bedrooms, the property is intended to be sold to a first-time homebuyer, and the lead agency determines that the developer of the project or the property owner provided sufficient legal commitments to meet the requirements of the exemption. The bill would require the lead agency, if it determines that a project qualifies for the exemption, to file a notice of exemption with the Office of Land Use and Climate Innovation, formerly known as the Office of Planning and Research, and the county clerk, as specified. By placing additional requirements on the lead agency to make a determination on whether the CEQA exemption applies, and on local agencies to determine whether the project developer provided sufficient legal commitments, as described, the bill would impose a state-mandated local program. (Based on 01/24/2025 text)

Location: 01/24/2025 - Assembly PRINT

Current Text: 01/24/2025 - Introduced

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

AB 334

Petrie-Norris (D)

HTML

PDF

Operators of toll facilities: interoperability programs: vehicle information.

Progress bar



Bill information

Status: 02/10/2025 - Referred to Coms. on TRANS. and P. & C.P.

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 only specified information regarding a vehicle’s use of the toll facility. This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle’s use of the toll facility that is intended to implement interstate interoperability. (Based on 01/28/2025 text)

Location: 02/10/2025 - Assembly TRANS.

Current Text: 01/28/2025 - Introduced

AB 339

Ortega (D)

HTML

PDF

Local public employee organizations: notice requirements.

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Bill information

Status: 02/18/2025 - Referred to Com. on P. E. & R.

Summary: The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Current law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Current law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days’ written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. (Based on 01/28/2025 text)

Location: 02/18/2025 - Assembly P.E. & R.

Current Text: 01/28/2025 - Introduced

AB 340

Ahrens (D)

HTML

PDF

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Employer-employee relations: confidential communications.

Progress bar



Bill information

Status: 02/18/2025 - Referred to Com. on P. E. & R.

Summary: Current law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, provisions relating to higher education, and provisions relating to the San Francisco Bay Area Rapid Transit District, 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 current law. This bill would also prohibit a local public agency employer, a state employer, a public school employer, a higher education employer, or the district from questioning any employee or employee 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. (Based on 01/28/2025 text)

Location: 02/18/2025 - Assembly P.E. & R.

Current Text: 01/28/2025 - Introduced

[AB 390](#)
[Wilson \(D\)](#)
[HTML](#)
[PDF](#)

Vehicles: highway safety.

Progress bar



Bill information

Status: 02/18/2025 - Referred to Com. on TRANS.

Summary: Current law requires a driver approaching, among others, a stationary marked Caltrans vehicle that is displaying flashing lights to approach with due caution and either change lanes to a lane not immediately adjacent to the vehicle, or, if unable to safely do so, slow to a reasonable and prudent speed, as specified. Current law makes a violation of that provision an infraction, punishable by a fine of not more than \$50. This bill would expand that requirement to apply to all marked highway maintenance vehicles, as defined, and would also make that requirement applicable to any other stationary vehicle displaying flashing turn signal lamps or another warning device, including, but not limited to, cones, flares, or retroreflective devices. (Based on 02/03/2025 text)

Location: 02/18/2025 - Assembly TRANS.

Current Text: 02/03/2025 - Introduced

[AB 394](#)
[Wilson \(D\)](#)
[HTML](#)
[PDF](#)

Crimes: public transportation providers.

Progress bar



Bill information

Status: 02/18/2025 - Referred to Com. on PUB. S.

Summary: Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law provides that when a battery is committed against the person

of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified. (Based on 02/03/2025 text)

Location: 02/18/2025 - Assembly PUB. S.

Current Text: 02/03/2025 - Introduced

AB 431
Wilson (D)
HTML
PDF

Advanced Air Mobility Infrastructure Act.

Progress bar



Bill information

Status: 02/18/2025 - Referred to Com. on TRANS.

Summary: The State Aeronautics Act governs various matters relative to aviation in the state, and authorizes the Department of Transportation to adopt, administer, and enforce rules and regulations for the administration of the act. Current law establishes the Advanced Air Mobility, Zero-Emission, and Electrification Aviation Advisory Panel to assess the feasibility and readiness of existing infrastructure to support a vertiport network to facilitate the development of advanced air mobility services, the development of a 3-year prioritized workplan for the state to advance advanced air mobility services, and pathways for promoting equity of access to advanced air mobility infrastructure, as specified. Current law requires the department, not later than January 1, 2025, to report to the Legislature on the infrastructure feasibility and readiness study and the 3-year prioritized workplan. This bill, the Advanced Air Mobility Infrastructure Act, would require the department to take certain actions related to advanced air mobility, as defined, including, among other things, developing a statewide plan, or updating the statewide aviation plan, to include vertiports, electric aviation charging, and the infrastructure needs of other advances in aviation technology, and designating a subject matter expert for advanced air mobility within the department, as specified. (Based on 02/05/2025 text)

Location: 02/18/2025 - Assembly TRANS.

Current Text: 02/05/2025 - Introduced

AB 440
Ramos (D)
HTML
PDF

Highways: Department of Transportation: suicide prevention policy.

Progress bar



Bill information

Status: 02/18/2025 - Referred to Com. on TRANS.

Summary: Current law authorizes the State Department of Public Health to establish the Office of Suicide Prevention within the department. Current law authorizes the office, if established, to perform certain functions, including, among others, sharing and receiving data from all entities, including state agencies, with data relevant to the responsibilities and objectives of the office. This bill would require the Department of Transportation to develop a policy to

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

address suicide on the state highway system and, as part of that policy, to develop a framework for how to mitigate the risk of suicide on areas of the state highway system that pose a potential danger for suicide. The bill would require the Department of the California Highway Patrol to report all cases of suicide that it investigates on the state highway system to the Department of Transportation. The bill would require the Department of Transportation to report all cases of suicide committed on the state highway system to the Office of Suicide Prevention. The bill would require projects proposed under the policy to be considered public health emergencies and be considered for expedited development. (Based on 02/06/2025 text)

Location: 02/18/2025 - Assembly TRANS.

Current Text: 02/06/2025 - Introduced

[AB 443](#)
[Bennett \(D\)](#)
[HTML](#)
[PDF](#)

Energy Commission: integrated energy policy report: curtailed solar and wind generation: hydrogen production.

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Bill information

Status: 02/07/2025 - From printer. May be heard in committee March 9.

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. (Based on 02/06/2025 text)

Location: 02/06/2025 - Assembly PRINT

Current Text: 02/06/2025 - Introduced

[AB 444](#)
[Wilson \(D\)](#)
[HTML](#)
[PDF](#)

General plan: circulation element.

Progress bar



Bill information

Status: 02/07/2025 - From printer. May be heard in committee March 9.

Summary: The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes certain mandatory elements, including a circulation element. Existing law requires a county or city, by January 1, 2028, to update its circulation element to meet specified requirements. This bill would make nonsubstantive changes to those provisions. (Based on 02/06/2025 text)

Location: 02/06/2025 - Assembly PRINT

Current Text: 02/06/2025 - Introduced

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

AB 459

DeMaio (R)

HTML

PDF

Initiatives: qualification.

Progress bar



Bill information

Status: 02/07/2025 - From printer. May be heard in committee March 9.

Summary: The California Constitution authorizes an initiative measure to be proposed by presenting to the Secretary of State a petition of the proposed statute or constitutional amendment that is certified to have been signed by a certain percentage of electors. This bill would state the intent of the Legislature to enact subsequent legislation that changes requirements for qualifying and voting on initiative measures. (Based on 02/06/2025 text)

Location: 02/06/2025 - Assembly PRINT

Current Text: 02/06/2025 - Introduced

AB 467

Fong (D)

HTML

PDF

Open meetings: teleconferences: neighborhood councils.

Progress bar



Bill information

Status: 02/18/2025 - Referred to Com. on L. GOV.

Summary: The Ralph M. Brown Act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would extend the authorization for specified neighborhood city councils to use the alternate teleconferencing provisions described above until January 1, 2031. (Based on 02/06/2025 text)

Location: 02/18/2025 - Assembly L. GOV.

Current Text: 02/06/2025 - Introduced

AB 488

Tangipa (R)

HTML

PDF

Insurance: the California FAIR Plan Association.

Progress bar



Bill information

Status: 02/24/2025 - Referred to Com. on INS.

Summary: Current law required, within 90 days after July 23, 2021, the California FAIR Plan Association to file a new or amended rate application for basic property insurance with the Insurance Commissioner. Current law also requires the association to establish and maintain a statewide toll-free telephone number through which a person may receive information and

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

assistance in applying for insurance through the plan and to cause the toll-free telephone number to be published in all general distribution telephone directories in the state. This bill would repeal the requirement to file a new or amended rate application and would delete the requirement that the toll-free number be published in all general distribution telephone directories in the state. (Based on 02/10/2025 text)

Location: 02/24/2025 - Assembly INS.

Current Text: 02/10/2025 - Introduced

[AB 505](#)
[Castillo \(R\)](#)
[HTML](#)
[PDF](#)

Multifamily Housing Program: Homekey: report.

Progress bar



Bill information

Status: 02/24/2025 - Referred to Com. on H. & C.D.

Summary: Current law establishes the Multifamily Housing Program administered by the Department of Housing and Community Development. Current law requires that specified funds appropriated to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are inherently impacted by or at increased risk for medical diseases or conditions due to the COVID-19 pandemic or other communicable diseases be disbursed in accordance with the Multifamily Housing Program for specified uses. This disbursement program is referred to as Homekey. This bill would require the Legislative Analyst’s Office to conduct an evaluation of the Homekey disbursement program described above to review the effectiveness of the program in relation to sustaining people experiencing homelessness, including, among other things, the number of housing units and projects funded since the program’s inception, and the timeliness of the allocation of program funds provided to localities participating in the program, including, among other things, the average time between application submission and fund disbursement. (Based on 02/10/2025 text)

Location: 02/24/2025 - Assembly H. & C.D.

Current Text: 02/10/2025 - Introduced

[AB 507](#)
[Haney \(D\)](#)
[HTML](#)
[PDF](#)

Adaptive reuse: streamlining: incentives.

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Bill information

Status: 02/24/2025 - Referred to Coms. on H. & C.D. and L. GOV.

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit, if the development satisfies certain objective planning standards, including that the development is a multifamily housing development that contains two or more residential units. This bill would deem an adaptive reuse project a use by right in all zones, regardless of the zoning of the site, and subject to a streamlined, ministerial review process if the project meets specified requirements, subject to specified exceptions. In this regard, an adaptive reuse project, in order to qualify for the streamlined, ministerial review process, would be required to be proposed for an existing building that is less than 50 years old or meets certain requirements regarding the preservation of historic resources, including the signing of an

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

affidavit declaring that the project will comply with the United States Secretary of the Interior's Standards for Rehabilitation for, among other things, the preservation of exterior facades of a building that face a street, or receive federal or state historic rehabilitation tax credits, as specified. The bill would require an adaptive reuse project to meet specified affordability criteria. In this regard, the bill would require an adaptive reuse project for rental housing to include either 8% of the unit for very low income households and 5% of the units for extremely low income households or 15% of the units for lower income households. (Based on 02/10/2025 text)

Location: 02/24/2025 - Assembly H. & C.D.

Current Text: 02/10/2025 - Introduced

[AB 513](#)
[Gonzalez, Jeff \(R\)](#)
[HTML](#)
[PDF](#)

California Global Warming Solutions Act of 2006: scoping plan.

Progress bar



Bill information

Status: 02/24/2025 - Referred to Com. on NAT. RES.

Summary: The State Air Resources Board is required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. The California Global Warming Solutions Act of 2006 requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan. (Based on 02/10/2025 text)

Location: 02/24/2025 - Assembly NAT. RES.

Current Text: 02/10/2025 - Introduced

[AB 520](#)
[Castillo \(R\)](#)
[HTML](#)
[PDF](#)

Homelessness and mental health: state funding information.

Progress bar



Bill information

Status: 02/11/2025 - From printer. May be heard in committee March 13.

Summary: Current law provides funding for homelessness prevention and mental health services through various state programs, such as Housing First, and the Early Psychosis Intervention Plus Program. Current law establishes the State Department of Health Care Services and, among other things, requires the department to implement certain mental health services through contracts with a county or counties acting jointly. Current law requires the Governor to create a California Interagency Council on Homelessness to serve as a statewide facilitator, coordinator, and policy development resource on ending homelessness in California, among other things. Current law requires the council to create a statewide data system with a goal of matching data on homelessness to programs impacting homeless recipients of state programs. This bill would require the Controller, by January 1, 2027, in collaboration with the department and the council to develop, publish, and maintain an online search portal that contains specified information relating to state funding for programs as described above. The bill would require the portal to include funding amounts provided in the current fiscal year and the previous 10 fiscal years, as well as specified information about the state program that

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

received the funds and the department or agency that administers the program. (Based on 02/10/2025 text)

Location: 02/10/2025 - Assembly PRINT

Current Text: 02/10/2025 - Introduced

[AB 541](#)
[DeMaio \(R\)](#)
[HTML](#)
[PDF](#)

California Public Records Act.

Progress bar



Bill information

Status: 02/12/2025 - From printer. May be heard in committee March 14.

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. This bill would state the intent of the Legislature to enact legislation enhancing enforcement of the act. (Based on 02/11/2025 text)

Location: 02/11/2025 - Assembly PRINT

Current Text: 02/11/2025 - Introduced

[AB 555](#)
[Jackson \(D\)](#)
[HTML](#)
[PDF](#)

Air resources: regulatory impacts: transportation fuel costs.

Progress bar



Bill information

Status: 02/13/2025 - From printer. May be heard in committee March 15.

Summary: Would require the State Air Resources Board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuel to California consumers. (Based on 02/12/2025 text)

Location: 02/12/2025 - Assembly PRINT

Current Text: 02/12/2025 - Introduced

[AB 567](#)
[DeMaio \(R\)](#)
[HTML](#)
[PDF](#)

Insurance.

Progress bar



Bill information

Status: 02/13/2025 - From printer. May be heard in committee March 15.

Summary: Would state the intent of the Legislature to enact legislation related to reforming the insurance market. (Based on 02/12/2025 text)

Location: 02/12/2025 - Assembly PRINT

Current Text: 02/12/2025 - Introduced

[AB 590](#)
[Lee \(D\)](#)
[HTML](#)
[PDF](#)

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Social Housing Bond Act of 2026.

Progress bar



Bill information

Status: 02/13/2025 - From printer. May be heard in committee March 15.

Summary: Under current law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership, and downpayment assistance for first-time home buyers. Current law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Social Housing Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$950,000,000 pursuant to the State General Obligation Bond Law, to fund social housing programs, as specified. The bill would create the California Housing Authority, which would be governed by the California Housing Authority Board, to ensure that social housing developments that are produced and acquired align with specified goals and would authorize the authority to issue the bonds and, upon appropriation of the Legislature, utilize funds from other sources to build more low, very low, and extremely low income housing. The bill would create the Social Housing Revolving Loan Fund to be used, upon appropriation of the Legislature, to provide zero-interest loan for the purpose of constructing housing to accommodate a mix of household incomes. (Based on 02/12/2025 text)

Location: 02/12/2025 - Assembly PRINT

Current Text: 02/12/2025 - Introduced

[AB 609](#) [Wicks \(D\)](#) [HTML](#) [PDF](#)

Housing Accountability Act.

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Bill information

Status: 02/14/2025 - From printer. May be heard in committee March 16.

Summary: The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits, among other things, a local agency from disapproving a housing development project or emergency shelter, or condition approval in a manner that renders the housing or emergency shelter infeasible, as specified, for a housing development project for very low, low-, or moderate-income households, or an emergency shelter, unless the local agency makes specified written findings supported by a preponderance of the evidence in the record. The act authorizes a project applicant, a person who would be eligible to apply for residency in the housing development or emergency shelter, or a housing organization to bring a lawsuit to enforce its provisions. This bill would make nonsubstantive changes those provisions. (Based on 02/13/2025 text)

Location: 02/13/2025 - Assembly PRINT

Current Text: 02/13/2025 - Introduced

[AB 612](#) [Rogers \(D\)](#) [HTML](#) [PDF](#)

Transportation: Highway Design Manual: emergency response times.

Progress bar



Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Bill information

Status: 02/24/2025 - Referred to Com. on TRANS.

Summary: Would require the Department of Transportation, on or before January 1, 2026, to update the Highway Design Manual to direct local governments to consult with local fire departments when making road improvements to ensure the improvements do not negatively impact emergency response times. (Based on 02/13/2025 text)

Location: 02/24/2025 - Assembly TRANS.

Current Text: 02/13/2025 - Introduced

[AB 657](#)
[Alvarez \(D\)](#)
[HTML](#)
[PDF](#)

Department of Transportation: state highways.

Progress bar



Bill information

Status: 02/15/2025 - From printer. May be heard in committee March 17.

Summary: Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions. (Based on 02/14/2025 text)

Location: 02/14/2025 - Assembly PRINT

Current Text: 02/14/2025 - Introduced

[AB 670](#)
[Quirk-Silva \(D\)](#)
[HTML](#)
[PDF](#)

Planning and zoning: housing element: converted affordable housing units.

Progress bar



Bill information

Status: 02/15/2025 - From printer. May be heard in committee March 17.

Summary: The Planning and Zoning Law requires each city, county, and city and county to adopt a general plan that includes, among other things, a housing element. After a legislative body has adopted all or part of a general plan, current law requires a planning agency among other things, to provide by April 1 of each year an annual report to specified entities that includes prescribed information, including the number of housing development applications received in the prior year, as specified, the number of units of housing demolished and new units of housing, as specified. This bill would require specified information to be included in the report, including additional information regarding units of new housing, the units of housing demolished, and a report on replacement housing units, as specified. (Based on 02/14/2025 text)

Location: 02/14/2025 - Assembly PRINT

Current Text: 02/14/2025 - Introduced

[AB 697](#)
[Wilson \(D\)](#)
[HTML](#)
[PDF](#)

Protected species: authorized take: State Route 37 improvements.

Progress bar



Bill information

Status: 02/15/2025 - From printer. May be heard in committee March 17.

Summary: Would permit the Department of Fish and Wildlife to authorize, under the California Endangered Species Act, the incidental take of specified fully protected species resulting from impacts attributable to certain improvements on the State Route 37 corridor, if certain conditions are met, including, among others, the conditions required for the issuance of an incidental take permit. (Based on 02/14/2025 text)

Location: 02/14/2025 - Assembly PRINT

Current Text: 02/14/2025 - Introduced

[AB 698](#)
[Wicks \(D\)](#)
[HTML](#)
[PDF](#)

Housing Accountability Act.

Progress bar



Bill information

Status: 02/15/2025 - From printer. May be heard in committee March 17.

Summary: The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households or for an emergency shelter, or conditioning approval in a manner that renders the housing development project or emergency shelter infeasible unless it makes specified written findings. This bill would make a nonsubstantive change to those provisions. (Based on 02/14/2025 text)

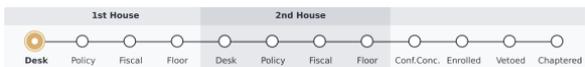
Location: 02/14/2025 - Assembly PRINT

Current Text: 02/14/2025 - Introduced

[AB 712](#)
[Wicks \(D\)](#)
[HTML](#)
[PDF](#)

Affordable housing.

Progress bar



Bill information

Status: 02/15/2025 - From printer. May be heard in committee March 17.

Summary: The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and requires that the plan include, among other mandatory elements, a housing element. Current law states legislative findings and declarations regarding the need for affordable housing and the need to encourage development of new housing. This bill would make nonsubstantive changes to those provisions. (Based on 02/14/2025 text)

Location: 02/14/2025 - Assembly PRINT

Current Text: 02/14/2025 - Introduced

[AB 716](#)
[Carrillo \(D\)](#)
[HTML](#)
[PDF](#)

Energy: Hydrogen Program.

Progress bar

Attachment: Bill Report March 2025 (10975 : State Legislative Update)



Bill information

Status: 02/15/2025 - From printer. May be heard in committee March 17.

Summary: Current law requires the State Energy Resources Conservation and Development Commission to establish and administer the Hydrogen Program to provide financial incentives to eligible in-state hydrogen projects for the demonstration or scale-up of the production, processing, delivery, storage, or end use of hydrogen. This bill would make nonsubstantive changes to that requirement. (Based on 02/14/2025 text)

Location: 02/14/2025 - Assembly PRINT

Current Text: 02/14/2025 - Introduced

[AB 726](#)
[Ávila Farías \(D\)](#)
[HTML](#)
[PDF](#)

Planning and zoning: annual report: rehabilitated units.

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Bill information

Status: 02/19/2025 - From printer. May be heard in committee March 21.

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 planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Office of Land Use and Climate Innovation, formerly known as the Office of Planning and Research, and the Department of Housing and Community Development. Current law requires the annual report to include, among other things, the city's or county's progress in meeting its share of regional housing needs, as specified. This bill would permit a local agency to include in its annual report the number of units of existing deed-restricted affordable housing within a specified affordability threshold that are at least 15 years old and have been substantially rehabilitated with at least sixty thousand dollars per unit in funds awarded from the city or county, as specified. (Based on 02/18/2025 text)

Location: 02/18/2025 - Assembly PRINT

Current Text: 02/18/2025 - Introduced

[AB 735](#)
[Carrillo \(D\)](#)
[HTML](#)
[PDF](#)

Planning and zoning: logistics use: truck routes.

Progress bar



Bill information

Status: 02/19/2025 - From printer. May be heard in committee March 21.

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 21 century warehouse," for purposes of those provisions as compliant with 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 also defines the term "expansion of an existing logistics use" for purposes of those provisions. This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

standards as are in effect at the time that the application for a development of a 21st century warehouse is submitted and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. (Based on 02/18/2025 text)

Location: 02/18/2025 - Assembly PRINT

Current Text: 02/18/2025 - Introduced

[AB 736](#)
[Wicks \(D\)](#)
[HTML](#)
[PDF](#)

The Affordable Housing Bond Act of 2026.

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Bill information

Status: 02/19/2025 - Introduced measure version corrected. From printer. May be heard in committee March 21.

Summary: Would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 02/18/2025 text)

Location: 02/18/2025 - Assembly PRINT

Current Text: 02/18/2025 - Introduced

[AB 790](#)
[Ávila Farías \(D\)](#)
[HTML](#)
[PDF](#)

Housing.

Progress bar



Bill information

Status: 02/19/2025 - From printer. May be heard in committee March 21.

Summary: The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. Current law requires the building department of every city or county to enforce within its jurisdiction the provisions of the California Building Standards Code, the provisions of the State Housing Law, and specified other rules and regulations promulgated pursuant to that law. This bill would express the intent of the Legislature to enact legislation relating to housing. (Based on 02/18/2025 text)

Location: 02/18/2025 - Assembly PRINT

Current Text: 02/18/2025 - Introduced

[AB 854](#)
[Petrie-Norris \(D\)](#)
[HTML](#)
[PDF](#)

Environmental quality: greenhouse gas emissions: permit streamlining.

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Bill information

Status: 02/20/2025 - From printer. May be heard in committee March 22.

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

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. The Jobs and Economic Improvement Through Environmental Leadership Act of 2021 authorizes the Governor, until January 1, 2032, to certify projects that meet specified requirements for streamlining benefits related to CEQA. This bill would state the intent of the Legislature to enact subsequent legislation to adopt permit streamlining guidance for projects that will reduce greenhouse gas emissions. (Based on 02/19/2025 text)

Location: 02/19/2025 - Assembly PRINT

Current Text: 02/19/2025 - Introduced

[AB 891](#)
[Zbur \(D\)](#)
[HTML](#)
[PDF](#)

Transportation: Quick-Build Project Pilot Program.

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Bill information

Status: 02/20/2025 - From printer. May be heard in committee March 22.

Summary: Would establish the Quick-Build Project Pilot Program within the Department of Transportation’s maintenance program to expedite development and implementation of low-cost projects on the state highway system, as specified. The bill would require the department, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build projects. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build projects statewide. (Based on 02/19/2025 text)

Location: 02/19/2025 - Assembly PRINT

Current Text: 02/19/2025 - Introduced

[AB 902](#)
[Schultz \(D\)](#)
[HTML](#)
[PDF](#)

Transportation planning and programming: barriers to wildlife movement.

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Bill information

Status: 02/20/2025 - From printer. May be heard in committee March 22.

Summary: Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the regional transportation plan or sustainable communities strategy, upon the adoption or next revision on or after January 1, 2028, to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas that are partially or fully within the region of the metropolitan planning organization or transportation planning agency, and consider the impacts of development and the barriers caused by transportation infrastructure and development to wildlife and habitat connectivity. The bill would also require metropolitan planning organizations and regional transportation agencies, in implementing those requirements, to, among other things, incorporate appropriate standards, policies, and feasible implementation programs, consult

with certain entities, and consider relevant best available science as appropriate. (Based on 02/19/2025 text)

Location: 02/19/2025 - Assembly PRINT

Current Text: 02/19/2025 - Introduced

[AB 906](#)
[González, Mark \(D\)](#)
[HTML](#)
[PDF](#)

Planning and zoning: housing elements.

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Bill information

Status: 02/20/2025 - From printer. May be heard in committee March 22.

Summary: The Planning and Zoning Law requires a city or county to adopt a general plan for land use development that includes, among other things, a housing element. Current law requires the housing element to include, among other things, an inventory of land suitable and available for residential development, including specified sites, an analysis of the relationship of zoning and public facilities and services to these sites (first analysis), and an analysis of the relationship of the sites identified in the land inventory to the jurisdiction’s duty to affirmatively further fair housing (2nd analysis). If the inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, existing law requires that the local government rezone sites within specified time periods. This bill would additionally require the 2nd analysis to demonstrate that the jurisdiction has accommodated a meaningful portion of its share of the regional housing need for lower income households on sites located in higher income, racially exclusive areas to the extent that those areas exist within the jurisdiction. (Based on 02/19/2025 text)

Location: 02/19/2025 - Assembly PRINT

Current Text: 02/19/2025 - Introduced

[AB 915](#)
[Petrie-Norris \(D\)](#)
[HTML](#)
[PDF](#)

Clean Energy Reliability Investment Plan.

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Bill information

Status: 02/20/2025 - From printer. May be heard in committee March 22.

Summary: Would appropriate \$900,000,000 from the General Fund to the State Energy Resources Conservation and Development Commission for the 2025–26 fiscal year to be allocated for the Clean Energy Reliability Investment Plan for local incentive grants to increase investment in clean energy infrastructure. (Based on 02/19/2025 text)

Location: 02/19/2025 - Assembly PRINT

Current Text: 02/19/2025 - Introduced

[AB 920](#)
[Caloza \(D\)](#)
[HTML](#)
[PDF](#)

Permit Streamlining Act: housing development projects.

Progress bar



Bill information

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Status: 02/20/2025 - From printer. May be heard in committee March 22.

Summary: Would state the intent of the Legislature to enact legislation that would require the Department of Housing and Community Development to develop a standardized housing development project application that all jurisdictions across the state would be required to adopt. The bill would make related findings and declarations. (Based on 02/19/2025 text)

Location: 02/19/2025 - Assembly PRINT

Current Text: 02/19/2025 - Introduced

[AB 939](#)
[Schultz \(D\)](#)
[HTML](#)
[PDF](#)

The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.

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Bill information

Status: 02/20/2025 - From printer. May be heard in committee March 22.

Summary: Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election. (Based on 02/19/2025 text)

Location: 02/19/2025 - Assembly PRINT

Current Text: 02/19/2025 - Introduced

[AB 956](#)
[Quirk-Silva \(D\)](#)
[HTML](#)
[PDF](#)

Regional housing need allocation process.

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Bill information

Status: 02/21/2025 - From printer. May be heard in committee March 23.

Summary: Current law establishes the intent of the Legislature to revamp the existing regional housing need allocation process to accomplish specified objectives, including creating a fair, transparent, and objective process for identifying housing needs across the state. Current law requires the Department of Housing and Community Development, in collaboration with the Office of Land Use and Climate Innovation and after engaging in stakeholder participation, to develop a recommended improved regional housing need allocation process and methodology that promotes and streamlines housing development and substantially addresses California's housing shortage. This bill would make nonsubstantive changes to those provisions. (Based on 02/20/2025 text)

Location: 02/20/2025 - Assembly PRINT

Current Text: 02/20/2025 - Introduced

[AB 975](#)
[Gallagher \(R\)](#)
[HTML](#)
[PDF](#)

California Environmental Quality Act: exemptions: culverts and bridges.

Progress bar

Attachment: Bill Report March 2025 (10975 : State Legislative Update)



Bill information

Status: 02/21/2025 - From printer. May be heard in committee March 23.

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 provide an exemption from CEQA those projects or actions taken for the installation, maintenance, repair, or replacement of culverts and those projects or actions taken for the repair or replacement of a bridge with a span of 200 feet or less. (Based on 02/20/2025 text)

Location: 02/20/2025 - Assembly PRINT

Current Text: 02/20/2025 - Introduced

[AB 1089](#)
[Carrillo \(D\)](#)
[HTML](#)
[PDF](#)

Western Joshua Tree Conservation Act: reports.

Progress bar



Bill information

Status: 02/21/2025 - From printer. May be heard in committee March 23.

Summary: Existing law, the Western Joshua Tree Conservation Act, requires the Department of Fish and Wildlife to submit an annual report to the Fish and Game Commission and the Legislature assessing the conservation status of the western Joshua tree, as provided. This bill would make a nonsubstantive change to that law. (Based on 02/20/2025 text)

Location: 02/20/2025 - Assembly PRINT

Current Text: 02/20/2025 - Introduced

[AB 1114](#)
[Ávila Farías \(D\)](#)
[HTML](#)
[PDF](#)

Emergency vehicles: fee and toll exemptions.

Progress bar



Bill information

Status: 02/21/2025 - From printer. May be heard in committee March 23.

Summary: Current provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and a public agency identification, such as "Police." This bill would extend the exemption from fees imposed under the Vehicle Code to a vehicle owned by a public or private entity used as an authorized emergency vehicle, as defined. The bill would include in the exemption of an authorized emergency vehicle exempt from the payment of a toll or charge a vehicle displaying an exempt license plate and emergency identification, including, but not limited to, "Ambulance." (Based on 02/20/2025 text)

Location: 02/20/2025 - Assembly PRINT

Current Text: 02/20/2025 - Introduced

[AB 1132](#)
[Schiavo \(D\)](#)
[HTML](#)
[PDF](#)

Department of Transportation: climate change vulnerability assessment: community resilience assessment.

Progress bar



Bill information

Status: 02/21/2025 - From printer. May be heard in committee March 23.

Summary: Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2027, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions. The bill would also require the department, on or before January 1, 2028, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified. (Based on 02/20/2025 text)

Location: 02/20/2025 - Assembly PRINT

Current Text: 02/20/2025 - Introduced

AB 1154 Carrillo (D) [HTML](#) [PDF](#)

Accessory dwelling units: junior accessory dwelling units.

Progress bar



Bill information

Status: 02/21/2025 - From printer. May be heard in committee March 23.

Summary: The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Existing law prohibits a local agency from imposing parking standards for an accessory dwelling unit under certain circumstances, whether or not the local agency has adopted a local ordinance pursuant to the above provisions. Under existing law, those circumstances include, among others, if the accessory dwelling unit is located within 1/2 of one mile walking distance of public transit or there is a car share vehicle located within one block of the accessory dwelling unit. This bill would additionally prohibit a local agency from imposing any parking standards if the accessory dwelling unit is 500 square feet or smaller. This bill contains other related provisions and other existing laws. (Based on 02/20/2025 text)

Location: 02/20/2025 - Assembly PRINT

Current Text: 02/20/2025 - Introduced

AB 1165 Gipson (D) [HTML](#) [PDF](#)

Housing.

Progress bar



Bill information

Status: 02/24/2025 - Read first time.

Summary: The Zenovich-Moscone-Chacon Housing and Home Finance Act states that the Legislature finds and declares that the subject of housing is of vital statewide importance to the health,

safety, and welfare of the residents of the state for specified reasons. This bill would make nonsubstantive changes to those provisions. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

Current Text: 02/21/2025 - Introduced

AB 1198
Haney (D)
HTML
PDF

Public works: prevailing wages.

Progress bar



Bill information

Status: 02/24/2025 - Read first time.

Summary: Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under current law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under current law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

Current Text: 02/21/2025 - Introduced

AB 1206
Harabedian (D)
HTML
PDF

Single-family and multifamily housing units: preapproved plans.

Progress bar



Bill information

Status: 02/24/2025 - Read first time.

Summary: The Planning and Zoning Law provides for the adoption and administration of zoning laws, ordinances, rules and regulations by counties and cities and the implementation of those general plans as may be in effect in those counties or cities. In that regard, current law requires each local agency, by January 1, 2025, to develop a program for the preapproval of accessory dwelling unit plans. This bill would require each local agency, by January 1, 2026, to develop a program for the preapproval of single-family and multifamily residential housing plans, whereby the local agency accepts single-family and multifamily plan submissions for preapproval and approves or denies the preapproval applications, as specified. The bill would authorize a local agency to charge a fee to an applicant for the preapproval of a single-family or multifamily residential housing plan, as specified. The bill would require the local agency to post preapproved single-family or multifamily residential housing plans and the contact information of the applicant on the local agency's internet website. The bill would require a

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

local agency to either approve or deny an application for a single-family or multifamily residential housing unit within 30 days that utilizes either a single-family or multifamily residential housing unit plan preapproved within the current triennial California Building Standards Code rulemaking cycle or a plan that is identical to a plan used in an application for a single-family or multifamily residential housing unit approved by the local agency within the current triennial California Building Standards Code rulemaking cycle. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

Current Text: 02/21/2025 - Introduced

[AB 1207](#)
[Irwin \(D\)](#)
[HTML](#)
[PDF](#)

Climate change: market-based compliance mechanism.

Progress bar



Bill information

Status: 02/24/2025 - Read first time.

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act, until January 1, 2031, authorizes the state board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Pursuant to this authority, the state board adopted the California Greenhouse Gas Cap-and-Trade Program. This bill would state the intent of the Legislature to enact subsequent legislation to reauthorize the California Greenhouse Gas Cap-and-Trade Program. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

Current Text: 02/21/2025 - Introduced

[AB 1294](#)
[Haney \(D\)](#)
[HTML](#)
[PDF](#)

Planning and zoning: housing development: regulation.

Progress bar



Bill information

Status: 02/24/2025 - Read first time.

Summary: The Planning and Zoning Law requires a city, county, or city and county, in exercising its authority to regulate subdivisions, to, among other things, refrain from imposing criteria for design or improvements for the purpose of rendering infeasible the development of housing for any and all economic segments of the community. This bill would make nonsubstantive changes to those provisions. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

Current Text: 02/21/2025 - Introduced

[AB 1343](#)
[Gallagher \(R\)](#)
[HTML](#)
[PDF](#)

California Transportation Commission: transportation programs.

Progress bar

**Bill information****Status:** 02/24/2025 - Read first time.**Summary:** Current law requires the California Transportation Commission to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. This bill would make a nonsubstantive change to the above provision. (Based on 02/21/2025 text)**Location:** 02/21/2025 - Assembly PRINT**Current Text:** 02/21/2025 - Introduced

AB 1407

Wallis (R)

HTML

PDF

Planning and Zoning Law: housing elements.**Progress bar****Bill information****Status:** 02/24/2025 - Read first time.**Summary:** The Planning and Zoning Law requires that the housing element of a city's or county's general plan consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified. This bill would make nonsubstantive changes to those provisions. (Based on 02/21/2025 text)**Location:** 02/21/2025 - Assembly PRINT**Current Text:** 02/21/2025 - Introduced

AB 1430

Bennett (D)

HTML

PDF

Department of Transportation: state highways.**Progress bar****Bill information****Status:** 02/24/2025 - Read first time.**Summary:** Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions. (Based on 02/21/2025 text)**Location:** 02/21/2025 - Assembly PRINT**Current Text:** 02/21/2025 - Introduced

SB 2

Jones (R)

HTML

PDF

Low-carbon fuel standard: regulations.**Progress bar**



Bill information

Status: 01/29/2025 - Referred to Com. on E.Q.

Summary: The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024. (Based on 12/02/2024 text)

Location: 01/29/2025 - Senate E.Q.

Current Text: 12/02/2024 - Introduced

SB 5 **Cabaldon (D)** [HTML](#) [PDF](#)

Infrastructure financing districts: allocation of taxes: agricultural land exclusion.

Progress bar



Bill information

Status: 01/29/2025 - Referred to Com. on L. GOV.

Summary: The California Land Conservation Act of 1965, otherwise known as the Williamson Act, authorizes a city or county to enter into contracts with owners of agricultural land to preserve the land for agricultural use, as specified, in return for reduced property tax assessments. The act also authorizes a landowner of specified agricultural land to petition the city or county to cancel the Williamson Act contract in order to designate the land as a farmland security zone, whereby the land is eligible for a specified property tax valuation and taxed at a reduced rate for specified special taxes. This bill would exclude the taxes levied upon a parcel of land enrolled in or subject to a Williamson Act contract or a farmland security zone contract, as specified, from the above-described allocation to the district. (Based on 12/02/2024 text)

Location: 01/29/2025 - Senate L. GOV.

Current Text: 12/02/2024 - Introduced

SB 9 **Arreguín (D)** [HTML](#) [PDF](#)

Accessory Dwelling Units: owner-occupant requirements.

Progress bar



Bill information

Status: 01/29/2025 - Referred to Coms. on HOUSING and L. GOV.

Summary: The Planning and Zoning Law provides for the creation of an accessory dwelling unit by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards. The law prohibits a local agency from imposing an owner-occupant requirement or any additional standards, except as specified, when evaluating a proposed accessory dwelling unit on a lot that includes a proposed or existing single-family dwelling. The law also prohibits a local agency from imposing parking standards for an accessory dwelling unit, as specified, whether or not the local agency has adopted a local ordinance pursuant to these provisions. This bill would additionally prohibit a local agency from imposing an owner-occupant requirement for a proposed or existing accessory

dwelling unit whether or not the local agency has adopted a local ordinance pursuant to these provisions. (Based on 12/02/2024 text)

Location: 01/29/2025 - Senate HOUSING

Current Text: 12/02/2024 - Introduced

SB 16
Blakespear (D)
HTML
PDF

Homelessness.

Progress bar



Bill information

Status: 01/29/2025 - Referred to Com. on RLS.

Summary: Would declare the intent of the Legislature to enact legislation to address homelessness. (Based on 12/02/2024 text)

Location: 12/02/2024 - Senate RLS.

Current Text: 12/02/2024 - Introduced

SB 21
Durazo (D)
HTML
PDF

Workforce development: poverty-reducing labor standards: funds, programs, reporting, and analyses.

Progress bar



Bill information

Status: 01/29/2025 - Referred to Com. on L., P.E. & R.

Summary: The California Workforce Innovation and Opportunity Act establishes the California Workforce Development Board as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California’s workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. Current law requires the board to assist the Governor in promoting the development of a well-educated and highly skilled 21st century workforce, and the development of a high road economy that offers an educated and skilled workforce with fair compensation and treatment in the workplace. Current law also requires the board to assist in developing standards, procedures, and criteria for defining high road employers, high road jobs, high road workforce development, and high road training partners, as specified. Current law defines “high road” for these purposes to mean a set of economic and workforce development strategies to achieve economic growth, economic equity, shared prosperity, and a clean environment. This bill would define “job quality,” “quality jobs,” and “economic equity” for purposes of the act. (Based on 12/02/2024 text)

Location: 01/29/2025 - Senate L., P.E. & R.

Current Text: 12/02/2024 - Introduced

SB 30
Cortese (D)
HTML
PDF

Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.

Progress bar



Bill information

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Status: 02/19/2025 - Re-referred to Coms. on TRANS. and E.Q.
Summary: Current law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment. (Based on 02/11/2025 text)

Location: 02/19/2025 - Senate TRANS. | **Current Text:** 02/11/2025 - Amended
Last Amend: 02/11/2025

SB 63 | **Wiener (D)** | [HTML](#) | [PDF](#)

San Francisco Bay area: local revenue measure: transportation funding.

Progress bar



Bill information

Status: 01/29/2025 - Referred to Com. on RLS.
Summary: Would state the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area. (Based on 01/09/2025 text)

Location: 01/09/2025 - Senate RLS. | **Current Text:** 01/09/2025 - Introduced

SB 65 | **Wiener (D)** | [HTML](#) | [PDF](#)

Budget Act of 2025.

Progress bar



Bill information

Status: 01/13/2025 - Read first time.
Summary: Would make appropriations for the support of state government for the 2025–26 fiscal year. (Based on 01/10/2025 text)

Location: 01/10/2025 - Senate BUDGET & F.R. | **Current Text:** 01/10/2025 - Introduced

SB 71 | **Wiener (D)** | [HTML](#) | [PDF](#)

California Environmental Quality Act: exemptions: transit projects.

Progress bar



Bill information

Status: 01/29/2025 - Referred to Coms. on E.Q. and TRANS.
Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised,

would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. (Based on 01/14/2025 text)

Location: 01/29/2025 - Senate E.Q.

Current Text: 01/14/2025 - Introduced

SB 73
Cervantes (D)
HTML
PDF

California Environmental Quality Act: exemptions.

Progress bar



Bill information

Status: 02/25/2025 - Set for hearing March 5.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt. (Based on 01/15/2025 text)

Location: 01/29/2025 - Senate E.Q.

Current Text: 01/15/2025 - Introduced

SB 74
Seyarto (R)
HTML
PDF

Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.

Progress bar



Bill information

Status: 01/29/2025 - Referred to Com. on L. GOV.

Summary: Current law authorizes a local agency to finance infrastructure projects through various means, including by establishing 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 of Land Use and Climate Innovation, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies to develop and construct infrastructure projects, as defined. The bill would authorize the office to provide funding for up to 20% of a project's total cost, subject to specified requirements, including,

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

among other things, that the local agency provides funding that has been raised through local taxes for at least 10% of the infrastructure project's total cost. The bill would require the office to develop guidelines to implement the program that establish the criteria by which grant applications will be evaluated and funded. The bill would make these provisions operative on January 1, 2030. (Based on 01/15/2025 text)

Location: 01/29/2025 - Senate L. GOV.

Current Text: 01/15/2025 - Introduced

[SB 78](#)
[Seyarto \(R\)](#)
[HTML](#)
[PDF](#)

Department of Transportation: study: state highway system: road safety projects.

Progress bar



Bill information

Status: 01/29/2025 - Referred to Com. on TRANS.

Summary: Would require the Department of Transportation to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require the department to post the study on its internet website on or before January 1, 2027. (Based on 01/15/2025 text)

Location: 01/29/2025 - Senate TRANS.

Current Text: 01/15/2025 - Introduced

[SB 79](#)
[Wiener \(D\)](#)
[HTML](#)
[PDF](#)

Planning and zoning: housing development: transit-oriented development.

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Bill information

Status: 01/29/2025 - Referred to Com. on RLS.

Summary: Would declare the intent of the Legislature to enact legislation that would make housing more affordable for California families, reduce greenhouse gas emissions, and enhance public transit systems by, among other things, requiring the upzoning of land near rail stations and rapid bus lines to encourage transit-oriented development. (Based on 01/15/2025 text)

Location: 01/15/2025 - Senate RLS.

Current Text: 01/15/2025 - Introduced

[SB 90](#)
[Seyarto \(R\)](#)
[HTML](#)
[PDF](#)

Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: grants: improvements to public evacuation routes: mobile rigid water storage.

Progress bar



Bill information

Status: 02/25/2025 - Set for hearing March 11.

Summary: The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 makes \$135,000,000 available, upon appropriation by the Legislature, to the Office of Emergency Services for a wildfire mitigation grant program to provide, among other things,

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

loans, direct assistance, and matching funds for projects that prevent wildfires, increase resilience, maintain existing wildfire risk reduction projects, reduce the risk of wildfires to communities, or increase home or community hardening. The act provides that eligible projects include, but are not limited to, grants to local agencies, state agencies, joint powers authorities, tribes, resource conservation districts, fire safe councils, and nonprofit organizations for structure hardening of critical community infrastructure, wildfire smoke mitigation, evacuation centers, including community clean air centers, structure hardening projects that reduce the risk of wildfire for entire neighborhoods and communities, water delivery system improvements for fire suppression purposes for communities in very high or high fire hazard areas, wildfire buffers, and incentives to remove structures that significantly increase hazard risk. This bill would include in the list of eligible projects grants to the above-mentioned entities for improvements to public evacuation routes in very high and high fire hazard severity zones, mobile rigid dip tanks, as defined, to support firefighting efforts, prepositioned mobile rigid water storage, as defined, and improvements to the response and effectiveness of fire engines and helicopters. (Based on 01/22/2025 text)

Location: 01/29/2025 - Senate G.O.

Current Text: 01/22/2025 - Introduced

[SB 92](#)
[Blakespear \(D\)](#)
[HTML](#)
[PDF](#)

Housing development: density bonuses: mixed-use developments.

Progress bar



Bill information

Status: 01/29/2025 - Referred to Coms. on HOUSING and L. GOV.

Summary: The Density Bonus Law requires a city or county to provide a developer that proposes a housing development, as defined, within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income households or very low income households, and meets other requirements. Current law defines “housing development” to mean a development project for 5 or more residential units, including mixed-use developments, as specified. This bill would revise and recast the definition of “housing development” for purposes of the Density Bonus Law to instead mean a development project for 5 or more residential units, including mixed-use developments if at least two thirds of the square footage of the mixed-use development is designated for residential use, as specified. (Based on 01/22/2025 text)

Location: 01/29/2025 - Senate HOUSING

Current Text: 01/22/2025 - Introduced

[SB 220](#)
[Allen \(D\)](#)
[HTML](#)
[PDF](#)

Los Angeles County Metropolitan Transportation Authority.

Progress bar



Bill information

Status: 02/05/2025 - Referred to Com. on RLS.

Summary: The Los Angeles County Metropolitan Transportation Authority is governed by a 14-member board of directors which is the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. If the number of members of the board of supervisors is increased, existing law requires the authority, within 60 days of the increase, to submit a plan to the Legislature for revising the composition of the authority. This bill would state the intent

of the Legislature to enact subsequent legislation to update and modernize the membership of the board of directors of the Los Angeles County Metropolitan Transportation Authority. (Based on 01/23/2025 text)

Location: 01/23/2025 - Senate RLS.

Current Text: 01/23/2025 - Introduced

SB 222
Wiener (D)
HTML
PDF

Climate disasters: civil actions.

Progress bar



Bill information

Status: 02/05/2025 - Referred to Coms. on JUD. and INS.

Summary: Current law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act or omission of another, current law authorizes them to recover compensation from the person at fault, which is known as damages. This bill would authorize a person to bring a civil action, if specified criteria are met, including damages of \$10,000 or more, against a party responsible for a climate disaster or extreme weather or other events attributable to climate change due to the responsible party’s misleading and deceptive practices or the provision of misinformation or disinformation about the connection between its fossil fuel products and climate change and extreme weather or other events attributable to climate change. The bill would make responsible parties jointly, severally, and strictly liable to a plaintiff for the climate disaster or extreme weather or other events attributable to climate change. The bill would set forth venue requirements and prohibited defenses for that action, and would require the court to award a prevailing plaintiff the full extent of noneconomic, compensatory, and punitive damages allowable, as specified. The bill would provide that the connection of a climate disaster, extreme weather or other events attributable to climate change, or harms resulting from long-term changes to the climate system to alleged injuries are an injury in fact for all residents of the state harmed by the event and would give those persons standing to bring a civil action pursuant to the above-described provisions. (Based on 01/27/2025 text)

Location: 02/05/2025 - Senate JUD.

Current Text: 01/27/2025 - Introduced

SB 231
Seyarto (R)
HTML
PDF

California Environmental Quality Act: guidelines.

Progress bar



Bill information

Status: 02/05/2025 - Referred to Com. on E.Q.

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, formerly named the Office of Planning and Research, to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to specifically include criteria for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment. This bill would require, on or before July 1, 2027, the Office of Land Use and

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Climate Innovation to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines in Appendix O of the CEQA guidelines to establish best practices for public agencies to follow in determining whether or not a proposed project may have a significant effect on the environment when completing Appendix G of the CEQA guidelines. The bill would require the best practices to consider, and include identifiable thresholds of significance based on, specified state and federal environmental laws. The bill would authorize the office, in developing those guidelines, to consult with local, regional, state, and federal agencies that have authority and expertise on those subjects. (Based on 01/28/2025 text)

Location: 02/05/2025 - Senate E.Q.

Current Text: 01/28/2025 - Introduced

[SB 233](#)
[Seyarto \(R\)](#)
[HTML](#)
[PDF](#)

Regional housing need: determination: consultation with councils of governments.

Progress bar



Bill information

Status: 02/05/2025 - Referred to Com. on HOUSING.

Summary: Under the Planning and Zoning law, current law requires, for the 4th and subsequent revisions of the housing element, the Department of Housing and Community Development, in consultation with each council of governments, where applicable, to determine the existing and projected need for housing for each region, as prescribed. Current law requires, among other things, the department to meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region's housing needs at least 26 months prior to the scheduled revision of the housing element and before developing the existing and projected housing need for a region. This bill would require the department to meet and consult with the council of governments, as described above, pursuant to prescribed deadlines. For the 7th revision of the housing element, the bill would require the department to meet and consult with each council of governments at least 38 months prior to the scheduled revision, except for specified councils of governments. For the 8th and subsequent revision of the housing element, the bill would require the department to meet and consult with each council of governments at least 38 months prior to the scheduled revision. (Based on 01/28/2025 text)

Location: 02/05/2025 - Senate HOUSING

Current Text: 01/28/2025 - Introduced

[SB 239](#)
[Arreguín \(D\)](#)
[HTML](#)
[PDF](#)

Open meetings: teleconferencing: subsidiary body.

Progress bar



Bill information

Status: 02/14/2025 - Referred to Coms. on L. GOV. and JUD.

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. (Based on 01/30/2025 text)

Location: 02/14/2025 - Senate L. GOV.

Current Text: 01/30/2025 - Introduced

SB 247
Smallwood-Cuevas (D)
HTML
PDF

Construction: workforce development: public contracts.

Progress bar



Bill information

Status: 02/14/2025 - Referred to Com. on RLS.

Summary: Current law, on or after January 1, 2026, authorizes a state agency to use, enter into, or require contractors to enter into, a project labor agreement that applies to a project or set of projects with aggregate construction costs in excess of \$35,000,000 only if the agreement also includes provisions to address community benefits, as described. This bill would make nonsubstantive changes to those provisions. (Based on 01/30/2025 text)

Location: 01/30/2025 - Senate RLS.

Current Text: 01/30/2025 - Introduced

SB 262
Wahab (D)
HTML
PDF

Housing element: prohousing designations: prohousing local policies.

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Bill information

Status: 02/14/2025 - Referred to Com. on HOUSING.

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. Current law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with those provisions. Current law requires the department to designate jurisdictions as prohousing pursuant to emergency regulations adopted by the department, as prescribed. Current law requires that jurisdictions that are prohousing and that are in substantial compliance with specified provisions be awarded additional points or preference in the scoring of applications for specified state programs. Current law defines “prohousing policies” for these purposes and specifies a nonexhaustive list of examples of those policies, including local financial incentives for housing and adoption of zoning allowing for use by right for residential and mixed-use development. This bill would additionally specify, as examples of prohousing policies under the above-described provisions, residential rent stabilization ordinances, safe parking and safe camping programs, as specified, and funding legal services for eviction defense and eviction prevention. (Based on 02/03/2025 text)

Location: 02/14/2025 - Senate HOUSING

Current Text: 02/03/2025 - Introduced

[SB 285](#)
[Becker \(D\)](#)
[HTML](#)
[PDF](#)

Net zero greenhouse gas emissions goal: carbon dioxide removal: regulations.

Progress bar



Bill information

Status: 02/14/2025 - Referred to Com. on E.Q.

Summary: The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. Current law requires the state board, as part of its scoping plan, to establish specified carbon dioxide removal targets for 2030 and beyond. This bill would, for the purpose of meeting, or tracking progress against, any state requirement to achieve net zero emissions of greenhouse gases, or for the purpose of reporting offsets against any of a reporting entity's greenhouse gas emissions as part of reporting required pursuant the Climate Corporate Data Accountability Act, authorize only qualified carbon dioxide removal, as defined, to be used to reduce the state's or an entity's greenhouse gas emissions and would require qualified carbon dioxide removal used for those purposes to meet certain requirements, as specified. (Based on 02/05/2025 text)

Location: 02/14/2025 - Senate E.Q.

Current Text: 02/05/2025 - Introduced

[SB 287](#)
[Arreguín \(D\)](#)
[HTML](#)
[PDF](#)

California Trails Conservancy.

Progress bar



Bill information

Status: 02/19/2025 - Referred to Com. on RLS.

Summary: Current law establishes the Natural Resources Agency, composed of departments, boards, conservancies, and commissions responsible for the restoration, protection, and management of the state's natural and cultural resources. This bill would provide that it is the intent of the Legislature to enact subsequent legislation to create the California Trails Conservancy within the Natural Resources Agency. (Based on 02/06/2025 text)

Location: 02/06/2025 - Senate RLS.

Current Text: 02/06/2025 - Introduced

[SB 292](#)
[Cervantes \(D\)](#)
[HTML](#)
[PDF](#)

State Aeronautics Act: Department of Transportation.

Progress bar



Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Bill information

Status: 02/19/2025 - Referred to Com. on RLS.

Summary: The State Aeronautics Act governs the creation and operation of airports in this state for the purpose of protecting the public interest in aeronautics and aeronautical progress through identified means. Current law authorizes the Department of Transportation to adopt, administer, and enforce rules and regulations for the administration of the act. This bill would make nonsubstantive changes to that authorization. (Based on 02/06/2025 text)

Location: 02/06/2025 - Senate RLS.

Current Text: 02/06/2025 - Introduced

[SB 299](#)
[Cabaldon \(D\)](#)
[HTML](#)
[PDF](#)

Local government: ordinances.

Progress bar



Bill information

Status: 02/19/2025 - Referred to Coms. on L. GOV. and E.Q.

Summary: Current law prohibits a county or city from passing an ordinance within five days of introduction and requires the ordinance to be passed at a regular meeting or at an adjourned regular meeting, except that existing law authorizes an urgency ordinance to be passed immediately upon introduction at a regular or special meeting. Current law requires all ordinances to be read in full at the time of introduction or passage, as specified. Current law requires nonurgency ordinances that are altered after introduction to be passed at a regular or at an adjourned regular meeting at least five days after alteration, as specified. This bill would instead prohibit a county or city from passing an ordinance within five days of publication, as specified, except that the bill would authorize an urgency ordinance to be passed immediately upon introduction. (Based on 02/10/2025 text)

Location: 02/19/2025 - Senate L. GOV.

Current Text: 02/10/2025 - Introduced

[SB 340](#)
[Laird \(D\)](#)
[HTML](#)
[PDF](#)

General plans: housing element.

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Bill information

Status: 02/19/2025 - Referred to Com. on RLS.

Summary: Current law requires a city or county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, among other things. Current law requires the housing element to contain an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. This bill would make nonsubstantive changes to those provisions. (Based on 02/12/2025 text)

Location: 02/12/2025 - Senate RLS.

Current Text: 02/12/2025 - Introduced

[SB 358](#)
[Becker \(D\)](#)
[HTML](#)
[PDF](#)

Mitigation Fee Act: mitigating vehicular traffic impacts.

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

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Bill information

Status: 02/19/2025 - Referred to Com. on L. GOV.

Summary: The Mitigation Fee Act imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for that fee to reflect a lower rate of automobile trip generation associated with such housing developments in comparison with housing developments without prescribed characteristics, unless the local agency adopts findings after a public hearing establishing that the housing development, even with those characteristics, would not generate fewer automobile trips than a housing development without those specified characteristics. For purposes of these provisions, current law specifies one of those characteristics is that the housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero- to 2-bedroom units, and 2 onsite parking spaces for 3 or more bedroom units, whichever is less. For purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee, this bill would delete the provision about adopting findings after a public hearing and would, instead, require the rate for housing developments that satisfy those specified characteristics be at least 50% less than the rate for housing developments without all of those characteristics. With regard to the above-described characteristic, the bill would, instead, specify that the housing development provides no more than one onsite parking space for zero- to 2-bedroom units, and 2 onsite parking spaces for 3 or more bedroom units. (Based on 02/12/2025 text)

Location: 02/19/2025 - Senate L. GOV.

Current Text: 02/12/2025 - Introduced

[SB 359](#)
[Niello \(R\)](#)
[HTML](#)
[PDF](#)

Diesel Fuel Tax Law: exempt bus operation.

Progress bar



Bill information

Status: 02/14/2025 - From printer. May be acted upon on or after March 16.

Summary: The Diesel Fuel Tax Law imposes taxes at a specified rate with respect to the distribution or delivery of each gallon of diesel fuel, and establishes various exemptions from those taxes, including an exemption for an exempt bus operation that consists of, among other things, a transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided. (Based on 02/13/2025 text)

Location: 02/13/2025 - Senate RLS.

Current Text: 02/13/2025 - Introduced

[SB 360](#)
[Rubio \(D\)](#)
[HTML](#)
[PDF](#)

Land conservation: California Wildlife, Coastal, and Park Land Conservation Act: County of San Bernardino.

Progress bar



Bill information

Status: 02/14/2025 - From printer. May be acted upon on or after March 16.

Summary: The California Wildlife, Coastal, and Park Land Conservation Act, an initiative measure approved by the voters in the June 7, 1988, statewide primary election, provided bond funds for wildlife, coastal, and parkland conservation. Current law requires an applicant receiving state funds under the act to maintain any property acquired in perpetuity, as specified, and use the property only for the purposes stated in the act and to make no other use, sale, or other disposition of the property except as authorized by a specific act of the Legislature. Current law authorizes the County of San Bernardino to sell or exchange property it owns within the Chino Agricultural Preserve that was purchased with grant funds if it meets certain conditions. Among those conditions, existing law requires the county to preserve all lands and conservation easements acquired or dedicated as authorized by the act in perpetuity for open-space conservation purposes or agricultural preservation, and specifies that open-space conservation includes community gardens, agricultural heritage projects, agricultural and wildlife education or wildlife habitat. This bill would additionally authorize preservation of those lands or easements for park and recreational purposes, and would explicitly include, to the extent they are consistent with the purposes of the act, playgrounds, recreational venues, sporting venues, amphitheaters, and preservation of historical resources as appropriate purposes. (Based on 02/13/2025 text)

Location: 02/13/2025 - Senate RLS.

Current Text: 02/13/2025 - Introduced

[SB 410](#)
[Grayson \(D\)](#)
[HTML](#)
[PDF](#)

Planning and zoning: general plan: zoning ordinance.

Progress bar



Bill information

Status: 02/18/2025 - From printer. May be acted upon on or after March 17.

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive general plan for the physical development of the county or city and of certain land outside its boundaries, and requires a county or city zoning ordinance to be consistent with the general plan if certain conditions are met. In the event that a zoning ordinance becomes inconsistent with a general plan by reason of amendment to the general plan, existing law requires the zoning ordinance to be amended within a reasonable time so that it is consistent with the general plan. This bill would make a nonsubstantive change to the latter provision. (Based on 02/14/2025 text)

Location: 02/14/2025 - Senate RLS.

Current Text: 02/14/2025 - Introduced

[SB 415](#)
[Reyes \(D\)](#)
[HTML](#)
[PDF](#)

Planning and zoning: logistics use: truck routes.

Progress bar



Bill information

Status: 02/18/2025 - From printer. May be acted upon on or after March 17.

Summary: Assembly Bill 98 of the 2023–24 Regular Session, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, and prohibits a city, county, or city and county from approving development of a logistics use that does not meet or exceed those standards. A.B. 98 of the 2023–24 Regular Session also, among other things, requires a county or city, by January 1, 2028, except as provided, to update their circulation element to include truck

routes, and requires the South Coast Air Quality Management District, subject to an appropriation, and beginning on January 1, 2026, and until January 1, 2032, to deploy mobile air monitoring systems within the Counties of Riverside and San Bernardino to collect air pollution measurements in communities that are near operational logistics use developments, and to submit reports on its findings to the Legislature, as specified. This bill would state the intent of the Legislature to enact legislation relating to the implementation of Assembly Bill 98 of the 2023–2024 Regular Session. (Based on 02/14/2025 text)

Location: 02/14/2025 - Senate RLS.

Current Text: 02/14/2025 - Introduced

[SB 417](#)
[Cabaldon \(D\)](#)
[HTML](#)
[PDF](#)

The Affordable Housing Bond Act of 2026.

Progress bar



Bill information

Status: 02/19/2025 - From printer. May be acted upon on or after March 21.

Summary: Would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 02/18/2025 text)

Location: 02/18/2025 - Senate RLS.

Current Text: 02/18/2025 - Introduced

[SB 419](#)
[Caballero \(D\)](#)
[HTML](#)
[PDF](#)

Hydrogen fuel.

Progress bar



Bill information

Status: 02/19/2025 - From printer. May be acted upon on or after March 21.

Summary: Would, on and after January 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel. (Based on 02/18/2025 text)

Location: 02/18/2025 - Senate RLS.

Current Text: 02/18/2025 - Introduced

[SB 424](#)
[Grove \(R\)](#)
[HTML](#)
[PDF](#)

California Environmental Quality Act.

Progress bar



Bill information

Status: 02/19/2025 - From printer. May be acted upon on or after March 21.

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

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

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 makes various legislative findings and declarations regarding the maintenance of a quality environment for the people of this state and states the intent of the Legislature for state agencies to regulate activities so that major consideration is given to preventing environmental damage. This bill would make nonsubstantive changes to those findings and declarations, and to the statement of intent. (Based on 02/18/2025 text)

Location: 02/18/2025 - Senate RLS.

Current Text: 02/18/2025 - Introduced

[SB 445](#)
[Wiener \(D\)](#)
[HTML](#)
[PDF](#)

Sustainable Transportation Project Permits and Cooperative Agreements.

Progress bar



Bill information

Status: 02/19/2025 - From printer. May be acted upon on or after March 21.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. This bill would require a lead agency to provide a written notice with specified information to a third-party entity, defined by the bill to mean a local agency, electrical corporation, or private telecommunications provider, regarding its need to use, relocate, alter, change, or otherwise improve facilities, publicly owned and managed utilities, public spaces, or other publicly or privately owned facilities under the third-party entity's jurisdiction or ownership for the implementation of a sustainable transportation project. This bill would define "sustainable transportation project" to mean a project where the lead agency is a state agency, operator, or local agency that proposes the construction or modification of facilities meeting at least one of several specified criteria, including that it is exempt from CEQA pursuant to the above-described provisions. (Based on 02/18/2025 text)

Location: 02/18/2025 - Senate RLS.

Current Text: 02/18/2025 - Introduced

[SB 448](#)
[Umberg \(D\)](#)
[HTML](#)
[PDF](#)

Trespassing: removal of trespassers on residential property.

Progress bar



Bill information

Status: 02/19/2025 - From printer. May be acted upon on or after March 21.

Summary: Current law prohibits the tenant of a property to remain on a property after the lawful termination of a lease agreement, as specified. Existing law prescribes a procedure for obtaining a judgment against such a tenant and for effecting the eviction of that tenant.

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Current law prohibits entering or occupying real property or structures without the consent of the owner. This bill would define a squatter as somebody who unlawfully enters and remains in a residential property and, upon request, refuses to leave or falsely claims a legal right of possession. This bill would prescribe a procedure for the notice and removal of a squatter by a local law enforcement agency. The bill would authorize a property owner or their agent to serve a demand to vacate, as specified, upon a squatter. The bill would authorize the owner or agent, after service of the demand, to submit a request, signed under penalty of perjury, to the local law enforcement agency with primary jurisdiction where the property is located, as specified. (Based on 02/18/2025 text)

Location: 02/18/2025 - Senate RLS.

Current Text: 02/18/2025 - Introduced

[SB 489](#)
[Arreguín \(D\)](#)
[HTML](#)
[PDF](#)

Permit Streamlining Act: housing development projects.

Progress bar



Bill information

Status: 02/20/2025 - From printer. May be acted upon on or after March 22.

Summary: Would express the intent of the Legislature to enact legislation that would relate to clarifying the requirements of public agencies under the Permit Streamlining Act with respect to approvals issued in connection with housing development projects and clarifying the relationship of the Permit Streamlining Act to statutes governing postentitlement permits. (Based on 02/19/2025 text)

Location: 02/19/2025 - Senate RLS.

Current Text: 02/19/2025 - Introduced

[SB 492](#)
[Menjivar \(D\)](#)
[HTML](#)
[PDF](#)

Youth Housing Bond Act of 2025.

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Bill information

Status: 02/20/2025 - From printer. May be acted upon on or after March 22.

Summary: Would enact the Youth Housing Bond Act of 2025 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$_____ pursuant to the State General Obligation Bond Law to finance the Youth Housing Program, established as part of the bond act. The bill, as a part of the program, would require the Department of Housing and Community Development to make awards to local agencies, nonprofit organizations, and joint ventures for the purpose of acquiring, renovating, constructing, and purchasing equipment for youth centers or youth housing, as those terms are defined. This bill would provide for submission of the bond act to the voters at the November 3, 2026, statewide general election in accordance with specified law. (Based on 02/19/2025 text)

Location: 02/19/2025 - Senate RLS.

Current Text: 02/19/2025 - Introduced

[SB 502](#)
[Arreguín \(D\)](#)
[HTML](#)
[PDF](#)

Building Homes and Jobs Trust Fund: allocations.

Progress bar

Attachment: Bill Report March 2025 (10975 : State Legislative Update)



Bill information

Status: 02/20/2025 - From printer. May be acted upon on or after March 22.

Summary: This bill would reduce the continuous appropriation to the California Housing Finance Agency to 10% of the moneys deposited in the fund, and would require 5% of the moneys deposited in the fund, upon appropriation by the Legislature, to be made available to the Department of Housing and Community Development for a zero-interest revolving loan fund to pay for development and predevelopment costs incurred by local education agencies to build low- to moderate-income multifamily workforce housing. (Based on 02/19/2025 text)

Location: 02/19/2025 - Senate RLS.

Current Text: 02/19/2025 - Introduced

SB 506 **Committee on Transportation ()** [HTML](#) [PDF](#)

Transportation: omnibus bill.

Progress bar



Bill information

Status: 02/20/2025 - From printer. May be acted upon on or after March 22.

Summary: Existing law requires the Department of the California Highway Patrol to adopt reasonable rules and regulations which, in the judgment of the department, are designed to promote the safe operation of specified vehicles, including among other vehicles, schoolbuses and commercial motor vehicles. This bill would make technical, nonsubstantive changes to these provisions. (Based on 02/19/2025 text)

Location: 02/19/2025 - Senate RLS.

Current Text: 02/19/2025 - Introduced

SB 549 **Allen (D)** [HTML](#) [PDF](#)

Second Neighborhood Infill Finance and Transit Improvements Act.

Progress bar



Bill information

Status: 02/21/2025 - From printer. May be acted upon on or after March 23.

Summary: Current law authorizes the infrastructure financing plan to provide for the division of taxes levied on taxable property in the area included within the district, as specified, and authorizes the public financing authority to issue bonds by adopting a resolution containing specified provisions, including a determination of the amount of tax revenue available or estimated to be available for the payment of the principal of, and interest on, the bonds. This bill would revise NIFTI-2 to instead authorize, for resolutions adopted under that act's provisions on or after January 1, 2026, a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate property tax revenues, and to remove the authorization for adoption of a resolution that allocates revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes. The bill would also repeal the condition that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. (Based on 02/20/2025 text)

Location: 02/20/2025 - Senate RLS.

Current Text: 02/20/2025 - Introduced

SB 569

Blakespear (D)

HTML

PDF

Department of Transportation: homeless encampments.

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Bill information

Status: 02/21/2025 - From printer. May be acted upon on or after March 23.

Summary: The bill would require the Department of Transportation to develop a joint action plan for each district of the department in which homeless encampments are located on department property in collaboration with local governments located in the district. The bill would require the department, upon appropriation by the Legislature, to allocate funds to support collaborative efforts with local governments to address homeless encampments on department property. The bill would require the department to establish an advisory committee in each district for the purpose of providing advice on the implementation of these provisions. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments on department property. (Based on 02/20/2025 text)

Location: 02/20/2025 - Senate RLS.

Current Text: 02/20/2025 - Introduced

SB 607

Wiener (D)

HTML

PDF

California Environmental Quality Act: categorical exemptions: infill projects.

Progress bar



Bill information

Status: 02/21/2025 - From printer. May be acted upon on or after March 23.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require a lead agency to limit the scope of an environmental impact report to the condition of a categorical exemption that the lead agency determines, after a preliminary review of the project, disqualifies the project from eligibility under the categorical exemption, if the lead agency determines that the project meets all other conditions of the categorical exemption except for the one condition that disqualifies it, as specified. The bill would require that a lead agency's determination to adopt a negative declaration or mitigated negative declaration be upheld if there is a fair argument that substantial evidence supports the determination. The bill would provide that these provisions do not apply to a project to construct or that is related to a distribution center or oil and gas infrastructure. The bill would exempt from the requirements of CEQA, except as provided, a rezoning that is consistent with an approved housing element. Because the bill would require a lead agency to determine the applicability of this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 02/20/2025 text)

Location: 02/20/2025 - Senate RLS.

Current Text: 02/20/2025 - Introduced

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

SB 647

Hurtado (D)

HTML

PDF

Low-income energy assistance programs: health and safety.

Progress bar



Bill information

Status: 02/21/2025 - From printer. May be acted upon on or after March 23.

Summary: Current law states the intent of the Legislature to protect and strengthen the current network of community service providers by, among other things, directing that any evaluation of the effectiveness of the low-income energy efficiency programs be based not solely on cost criteria, but also on the degree to which the provision of services allows maximum program accessibility to quality programs to low-income communities by entities that have demonstrated performance in effectively delivering services to the communities. This bill would instead state that it is intent of the Legislature to protect and strengthen the current network of community service providers by directing that any evaluation of the effectiveness of the low-income energy efficiency programs be based not solely on cost criteria, but also on specified factors, including, among other things, whether the program combines energy upgrades, electrification, and health improvements or coordinates with other initiatives, the delivery of measurable cost reductions, improved health and safety outcomes, and equitable access for underserved communities, and the degree to which the provision of services allows maximum program accessibility to quality programs to low-income communities by entities that have demonstrated performance in effectively delivering services to the communities, as specified. (Based on 02/20/2025 text)

Location: 02/20/2025 - Senate RLS.

Current Text: 02/20/2025 - Introduced

SB 677

Wiener (D)

HTML

PDF

Housing development: streamlined approvals.

Progress bar



Bill information

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

Summary: (1)Existing law, the Planning and Zoning Law, requires a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements. This bill would require ministerial approval for proposed housing developments containing no more than 2 residential units on any lot hosting a single-family home or zoned for 4 or fewer residential units, notwithstanding any covenant, condition, or restriction imposed by a common interest development association. This bill contains other related provisions and other existing laws. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS.

Current Text: 02/21/2025 - Introduced

SB 707

Durazo (D)

HTML

PDF

Open meetings: meeting and teleconference requirements.

Progress bar



Bill information

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.
Summary: Would, until January 1, 2030, require a city council or a county board of supervisors to comply with additional meeting requirements, including that all open and public meetings include an opportunity for members of the public to attend via a two-way telephonic option or a two-way audiovisual platform, as defined, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that good faith efforts are made to encourage residents to participate in public meetings, as specified. By imposing additional meeting requirements on city councils and county boards of supervisors, this bill would impose a state-mandated local program. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS.

Current Text: 02/21/2025 - Introduced

[SB 722](#) [Wahab \(D\)](#) [HTML](#) [PDF](#)

Multifamily Housing Program.

Progress bar



Bill information

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.
Summary: Existing law, the Multifamily Housing Program, is administered by the Department of Housing and Community Development to address renter housing needs through an omnibus multifamily housing program. The program includes related legislative findings and declarations. This bill would make nonsubstantive changes to those findings and declarations. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS.

Current Text: 02/21/2025 - Introduced

[SB 726](#) [Gonzalez \(D\)](#) [HTML](#) [PDF](#)

Public resources: state parks: Outdoor Equity Grants Program: applicants.

Progress bar



Bill information

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.
Summary: Current law requires the Outdoor Equity Grants Program to award grants to public organizations, including local governments and local educational agencies, joint power authorities, open-space authorities, regional open-space districts, other relevant public agencies or nonprofit organizations, as specified. Current law requires the Department of Parks and Recreation to gather information on applications following each award year to evaluate the effectiveness of outdoor environmental education programs in achieving the objectives of the grant program. This bill would make a nonsubstantive change to this provision. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS.

Current Text: 02/21/2025 - Introduced

[SB 752](#) [Richardson \(D\)](#) [HTML](#) [PDF](#)

Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.

Progress bar

**Bill information**

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS.

Current Text: 02/21/2025 - Introduced

SB 772

Cabaldon (D)

HTML

PDF

Infill Infrastructure Grant Program of 2019: applications: eligibility.**Progress bar****Bill information**

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

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, in its review of applications, to rank affected qualifying infill projects and catalytic qualifying infill areas based on specified criteria, including the qualifying infill area's or catalytic qualifying infill area's inclusion of, or proximity to, a train station or major transit stop and the proximity of housing to existing or planned parks, employment or retail centers, schools, or social services. This bill would revise these provisions to require the department to rank applications, as described above, based on the qualifying infill area's or catalytic qualifying infill area's inclusion of, or proximity or accessibility to, a transit station or major transit stop or walkability to essential services or businesses. The bill would additionally revise these provisions to require the department's ranking to be based on the proximity of housing to services, rather than social services. This bill contains other related provisions and other existing laws. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS.

Current Text: 02/21/2025 - Introduced

SB 786

Arreguín (D)

HTML

PDF

Housing.**Progress bar****Bill information**

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

Summary: Existing law, the Planning and Zoning Law, requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law specifies the required contents of the housing element but also specifies that in so doing, nothing in those provisions requires a city, county, or city and county to expend local revenues on the construction of housing, housing subsidies, or land acquisition, or to disapprove any residential development that is consistent with the general plan. This bill would make nonsubstantive changes to the provision described above. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS.

Current Text: 02/21/2025 - Introduced

[SB 797](#)
[Choi \(R\)](#)
[HTML](#)
[PDF](#)

Local government: land use: general plans.

Progress bar



Bill information

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

Summary: Existing law requires each planning agency to prepare, and the legislative body of each county and city to adopt, a comprehensive, long-term general plan for the physical development of the county or city, as specified. This bill would make nonsubstantive changes to those provisions. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS.

Current Text: 02/21/2025 - Introduced

[SB 799](#)
[Allen \(D\)](#)
[HTML](#)
[PDF](#)

State government: local costs.

Progress bar



Bill information

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.

Summary: Current law provides for the reimbursement of local agencies and school districts for costs mandated by the state, as provided, and requires the Commission on State Mandates to hear and decide upon a claim by a local agency or school district that the local agency or school district is entitled to be reimbursed for those costs. Current law declares that these provisions provides the sole and exclusive procedure by which a local agency or school district may claim reimbursement for costs mandated by the state. This bill would make a nonsubstantive change to the provision that makes the declaration described above. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS.

Current Text: 02/21/2025 - Introduced

[SB 800](#)
[Reyes \(D\)](#)
[HTML](#)
[PDF](#)

State highways: overpasses: pilot program: suicide prevention.

Progress bar



Bill information

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.
Summary: Would require the Department of Transportation to establish and administer a pilot program to install suicide deterrents on 10 freeway overpasses in the County of San Bernardino. The bill would require the suicide deterrents installed under the pilot program to include, but not be limited to, suicide prevention signage and a physical barrier designed to prevent a person from falling or intentionally jumping from the overpass in manner likely to cause death. The bill would require the department, in administering the pilot program, to prioritize the placement of suicide deterrents on freeway overpasses with the highest rates of documented suicides over the last 20 years. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS. | **Current Text:** 02/21/2025 - Introduced

SB 801 | **Hurtado (D)** | [HTML](#) | [PDF](#)

Greenhouse gases: reduction.

Progress bar



Bill information

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.
Summary: The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act declares the policy of the state to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would state the intent of the Legislature to enact subsequent legislation that would require the state to consider any potential cost burden to Californians as it works on achieving its climate goals, including its greenhouse gas emissions goals and standards under the California Global Warming Solutions Act of 2006. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS. | **Current Text:** 02/21/2025 - Introduced

SB 802 | **Ashby (D)** | [HTML](#) | [PDF](#)

Housing authorities.

Progress bar



Bill information

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.
Summary: Existing law, the Housing Authorities Law, establishes a housing authority within each county and city to undertake specified activities relating to housing for persons of low income, subject to the adoption of a resolution by the governing body of the county or city declaring the need for an authority. This bill would make nonsubstantive changes to the provisions specifying the title of the law. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS. | **Current Text:** 02/21/2025 - Introduced

SB 827 | **Gonzalez (D)** | [HTML](#) | [PDF](#)

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Office of Land Use and Climate Innovation: State Environmental Goals and Policy Report.

Progress bar



Bill information

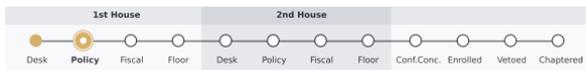
Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.
Summary: Existing law establishes the Office of Land Use and Climate Innovation within the Governor’s office to provide long-range planning and research and to serve as the comprehensive state planning agency. Existing law requires the Governor to prepare and maintain a comprehensive State Environmental Goals and Policy Report, consistent with specified state planning priorities. This bill would make nonsubstantive changes to those provisions. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS. **Current Text:** 02/21/2025 - Introduced

SB 828 Cabaldon (D) HTML PDF

Planning and Zoning Law: general plan: land use element.

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Bill information

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.
Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, and other categories of public and private uses of land, as prescribed. This bill would make nonsubstantive changes to the provision describing the required land use element. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS. **Current Text:** 02/21/2025 - Introduced

SB 840 Limón (D) HTML PDF

Greenhouse gases: market-based compliance mechanism.

Progress bar



Bill information

Status: 02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.
Summary: Existing law authorizes the State Air Resources Board to establish a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases that is applicable from January 1, 2021, to December 31, 2030, inclusive, and that meets certain requirements (market-based compliance mechanism). This bill would state the intent of the Legislature to enact subsequent legislation to reform, and extend the operation of, the market-based compliance mechanism. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS. **Current Text:** 02/21/2025 - Introduced

Attachment: Bill Report March 2025 (10975 : State Legislative Update)

Total Measures: 144

Total Tracking Forms: 188

Minute Action

AGENDA ITEM: 3

Date: *March 12, 2025*

Subject:

Bill Position Recommendations

Recommendation:

That the Legislative Policy Committee, on behalf of the San Bernardino County Transportation Authority Board of Directors, adopt the following recommended positions:

A. Approve a support position on Assembly Bill 334 by Assemblywoman Cottie Petrie-Norris which would allow for information sharing between toll operators in California and out of state toll operators to advance national interoperability.

B. Approve a support position on Assembly Bill 394 by Assemblywoman Lori Wilson which would expand protections for operators and riders of public transit.

Background:

Assembly Bill 334 (Petrie-Norris) – Toll Facility Interoperability

Summary:

Interoperability allows tolling agencies to exchange information in order for customers to use their transponder on other tolled facilities. The federal transportation reauthorization bill of 2012 included a mandate requiring tolling agencies across the United States to become interoperable with each other.

Since 1995, toll agencies throughout California have been interoperable, meaning customers can use their FasTrak[®] transponder on all tolled bridges, lanes and roads throughout the State. Due to legislative restrictions, customer tolling data is only shared within California – making full national interoperability not feasible at this time.

In working towards national interoperability, tolling agencies have focused on regional hubs across the US which are interoperable. Currently, the US is divided into four geographic regions and a recent effort was completed to review and update business rules that govern how interoperability works.

Current state law (State Highways Code § 27565) restricts the information California toll agencies can share with out of state toll operators for toll processing.

This bill:

AB 334 by Assembly member Cottie Petrie-Norris would allow California tolling agencies to share all necessary toll information with out-of-state tolling agencies for national interoperability.

Staff Recommendation:

Staff recommends that SBCTA take a support position on AB 334. Per the SBCTA 2025-2026 State Legislative Platform, the agency supports efforts to “Protect toll operating agencies from lawsuits associated with the use of personal information for collecting toll fees and citations.”

AB 334 bill text can be found in Attachment A.

Entity: San Bernardino County Transportation Authority

Assembly Bill 394 (Wilson) – Public Transit Security**Summary:**

California’s public transit systems serve millions of riders daily and are integral to the State’s economy and quality of life for many residents. In recent years, there has been a troubling increase in assaults and harmful and disruptive behavior targeting transit workers and passengers. Transit employees (e.g. operators, station agents, and enforcement officers) are essential for the smooth operation of these systems. Unfortunately, they often face threats of violence and disruptions that endanger their safety and undermine confidence in public transportation. Current laws do not adequately address these challenges or provide sufficient deterrents to harmful behavior. As a result, incidences of violence on public transit have risen steadily over the past few years.

Without stronger protections, these challenges will cause further declines in ridership, increased costs, and diminished public trust in transit services.

This bill:

AB 394 by Assembly member Lori Wilson expands existing protections under Penal Code Sections 243.3 and 369i to:

- Broaden coverage of the existing transit assault statute for operators to all transit employees.
- Broaden the ability to enforce trespassing violations on public transit systems.
- Authorize courts to issue prohibition orders restricting individuals convicted of the above from accessing transit facilities for a limited period.
- Require a court hearing, notice, and an opportunity for individuals to contest or seek modification of the prohibition orders, while also allowing periodic review and adjustment of the orders.

This bill empowers transit agencies and courts with additional tools to deter harmful behavior and enhance safety across California’s public transportation systems.

Staff Recommendation:

Staff recommends that SBCTA take a support position on AB 394. Per the SBCTA 2025-2026 State Legislative Platform, the agency supports efforts to “Pass legislation that increases operator and rider safety within public transit agencies.”

AB 394 bill text can be found in Attachment B.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item.

Responsible Staff:

Louis Vidaure, Legislative Analyst

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Approved
Legislative Policy Committee
Date: March 12, 2025
Witnessed By:

ATTACHMENT A

CALIFORNIA LEGISLATURE—2025—26 REGULAR SESSION

ASSEMBLY BILL**No. 334****Introduced by Assembly Member Petrie-Norris**

January 28, 2025

An act to amend Section 27565 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 334, as introduced, Petrie-Norris. Operators of toll facilities: interoperability programs: vehicle information.

Existing 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. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility.

This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 27565 of the Streets and Highways Code
2 is amended to read:

3 27565. (a) The department, in cooperation with the district
4 and all known entities planning to implement a toll facility in this
5 state, shall develop and adopt functional specifications and
6 standards for an automatic vehicle identification system, in
7 compliance with all of the following objectives:

8 (1) In order to be detected, ~~the a~~ driver shall not be required to
9 reduce speed below the applicable speed for the type of facility
10 being used.

11 (2) ~~The A~~ vehicle owner shall not be required to purchase or
12 install more than one device to use on all toll facilities, but may
13 be required to have a separate account or financial arrangement
14 for the use of these facilities.

15 (3) ~~The A~~ facility ~~operators~~ operator shall have the ability to
16 select from different manufacturers and vendors. The specifications
17 and standards shall encourage multiple bidders, and shall not have
18 the effect of limiting ~~the a~~ facility ~~operators~~ operator to choosing
19 a system that is able to be supplied by only one manufacturer or
20 vendor.

21 (b) Except as provided in subdivision (c), ~~any an~~ automatic
22 vehicle identification system purchased or installed after January
23 1, 1991, shall comply with the specifications and standards adopted
24 pursuant to subdivision (a).

25 (c) Subdivision (b) does not apply to an interim automatic
26 vehicle identification system for which a contract is entered into
27 between an entity planning to implement a toll facility and the
28 supplier of the interim system ~~prior to~~ before January 1, 1994, if
29 both of the following requirements are met:

30 (1) The department has made a written determination that the
31 installation and operation of the interim system will expedite the
32 completion of the toll facility and its opening to public use.

33 (2) The entity planning to implement the toll facility has entered
34 into an agreement with the department to install, within five years
35 after any portion of the toll facility is opened for public use, an
36 automatic vehicle identification system meeting the specifications
37 and standards adopted pursuant to subdivision (a).

1 (d) The automated vehicle identification system developed by
2 the department pursuant to subdivision (a) shall be capable of
3 identifying various types of vehicles, including, but not limited to,
4 commercial vehicles.

5 (e) On and after the date specified in the federal Moving Ahead
6 for Progress in the 21st Century Act (*Public Law 112-141*) for
7 implementation of interoperability of electronic toll collection on
8 federal-aid highways, operators of toll facilities on federal-aid
9 highways may fully implement technologies or business practices
10 that provide for the interoperability of electronic toll collection
11 programs consistent with federal law. Operators of toll facilities
12 on federal-aid highways engaged in an *interstate* interoperability
13 program may provide only the following information regarding a
14 vehicle's use of the toll facility, *facility that is intended to*
15 *implement interstate interoperability*, and shall otherwise comply
16 with all federal and state privacy protection laws, including, but
17 not limited to, Section ~~31490~~: 31490.

- 18 ~~(1) License plate number.~~
19 ~~(2) Transponder identification number.~~
20 ~~(3) Date and time of transaction.~~
21 ~~(4) Identity of the agency operating the toll facility.~~

ATTACHMENT B

CALIFORNIA LEGISLATURE—2025—26 REGULAR SESSION

ASSEMBLY BILL**No. 394****Introduced by Assembly Member Wilson**

February 3, 2025

An act to amend Sections 243.3 and 369i of the Penal Code, relating to crimes.

LEGISLATIVE COUNSEL'S DIGEST

AB 394, as introduced, Wilson. Crimes: public transportation providers.

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

This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified. The bill would make a violation of a prohibition order a misdemeanor, as specified. By

expanding the scope of an existing crime and creating a new crime, the bill would impose a state-mandated local program.

Under existing law, any person who enters or remains upon any transit-related property without permission or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility is guilty of a misdemeanor. Existing law defines “transit-related property” for this purpose as any land, facilities, or vehicles owned, leased, or possessed by a county transportation commission, transportation authority, or transit district, as defined, that are used to provide public transportation by rail or passenger bus or are directly related to that use, or any property, facilities, or vehicles upon which the San Francisco Bay Area Rapid Transit District owes policing responsibilities to a local government, as specified.

This bill would expand that definition to include any properties, facilities, ferries, or vehicles, upon which a county transportation commission, transportation authority, joint powers authority, or operator, as defined, owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. The bill would authorize state and local law enforcement officers or transit enforcement officers, as specified, to enforce the above-described provisions.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 243.3 of the Penal Code is amended to
- 2 read:
- 3 243.3. ~~When~~ (a) If a battery is committed against the person
- 4 of an operator, driver, or passenger on a bus, taxicab, streetcar,
- 5 cable car, trackless trolley, or other motor vehicle, including a
- 6 vehicle operated on stationary rails or on a track or rail suspended
- 7 in the air, used for the transportation of persons for hire, or against

1 a schoolbus driver, or against the person of a station agent or ticket
 2 agent for the entity providing the transportation, *or against an*
 3 *employee or contractor of a public transportation provider, as*
 4 *defined in Section 243.35, and the person who commits the offense*
 5 *knows or reasonably should know that the victim, in the case of*
 6 *an operator, driver, or agent, employee, or contractor, is engaged*
 7 *in the performance of his or her their duties, or is a passenger the*
 8 *offense shall be punished by a fine not exceeding ten thousand*
 9 *dollars (\$10,000), or by imprisonment in a county jail not*
 10 *exceeding one year, or by both that fine and imprisonment. If an*
 11 *injury is inflicted on that victim, the offense shall be punished by*
 12 *a fine not exceeding ten thousand dollars (\$10,000), or by*
 13 *imprisonment in a county jail not exceeding one year or in the*
 14 *state prison for 16 months, or two or three years, or by both that*
 15 *fine and imprisonment.*

16 *(b) A person convicted of violating this section or Section 369i*
 17 *may be subject to a prohibition order barring reentry to public*
 18 *transit property as follows:*

19 *(1) Upon conviction, the prosecuting authority, transit agency,*
 20 *or its legal representative may petition the court for a prohibition*
 21 *order to restrict the individual's access to public transit property.*
 22 *The petition shall include all of the following:*

23 *(A) Evidence of the conviction pursuant to this section or Section*
 24 *369i.*

25 *(B) A statement of facts demonstrating the need for the*
 26 *prohibition to protect public safety and transit operations.*

27 *(C) The proposed duration and scope of the prohibition order,*
 28 *not to exceed a period of 18 months.*

29 *(2) The court shall hold a hearing within 30 days of receiving*
 30 *the petition to determine whether to issue the prohibition order.*
 31 *The individual subject to the order shall be provided notice and*
 32 *an opportunity to be heard.*

33 *(3) The court may issue a prohibition order if it finds by a*
 34 *preponderance of the evidence both of the following:*

35 *(A) The individual poses a continuing threat to public safety or*
 36 *transit operations.*

37 *(B) The order is necessary to prevent future violations or*
 38 *disruptions.*

39 *(4) The scope of the prohibition order may do both of the*
 40 *following:*

1 (A) Bar the individual from entering specified transit properties
2 or facilities.

3 (B) Limit access to transit services for a duration determined
4 by the court, not to exceed 18 months, subject to review.

5 (5) Prohibition orders issued pursuant to this subdivision shall
6 be consistent with state and federal laws protecting civil rights
7 and public access.

8 (c) (1) A violation of a prohibition order issued pursuant to
9 this section constitutes a misdemeanor.

10 (2) The individual subject to the prohibition order may petition
11 the court for modification or termination of the order after
12 demonstrating compliance and rehabilitation.

13 (3) Transit agencies shall maintain records of issued prohibition
14 orders and provide periodic reviews to ensure proportionality and
15 fairness.

16 SEC. 2. Section 369i of the Penal Code is amended to read:

17 369i. (a) (1) Any person who enters or remains upon the
18 property of any railroad without the permission of the owner of
19 the land, the owner's agent, or the person in lawful possession and
20 whose entry, presence, or conduct upon the property interferes
21 with, interrupts, or hinders, or which, if allowed to continue, would
22 interfere with, interrupt, or hinder the safe and efficient operation
23 of any locomotive, railway car, or train is guilty of a misdemeanor.

24 (2) As used in this subdivision, "property of any railroad" means
25 any land owned, leased, or possessed by a railroad upon which is
26 placed a railroad track and the land immediately adjacent thereto,
27 to the distance of 20 feet on either side of the track, that is owned,
28 leased, or possessed by a railroad.

29 (b) (1) Any person who enters or remains upon any
30 transit-related property without permission or whose entry,
31 presence, or conduct upon the property interferes with, interrupts,
32 or hinders the safe and efficient operation of the transit-related
33 facility is guilty of a misdemeanor.

34 (2) This subdivision may be enforced by both of the following:

35 (A) State and local law enforcement officers.

36 (B) Transit enforcement officers designated by a public transit
37 agency, if they have completed the requisite training for issuing
38 citations and enforcing trespass violations.

1 (3) *Transit enforcement officers may detain individuals for*
 2 *violations of this subdivision until law enforcement arrives or as*
 3 *authorized pursuant to state law.*

4 (4) *This subdivision does not apply to individuals performing*
 5 *official duties with lawful authority, including, but not limited to,*
 6 *public transit agency employees, emergency responders, and*
 7 *individuals granted special permission by the transit agency.*

8 (5) *Public transit agencies shall provide clear signage at*
 9 *restricted access points to inform the public of trespassing*
 10 *prohibitions and potential penalties.*

11 (2)

12 (6) As used in this subdivision, “transit-related property” means
 13 any land, facilities, or vehicles owned, leased, or possessed by a
 14 county transportation commission, transportation authority, *joint*
 15 *powers authority, or transit district, operator, as defined in Section*
 16 *99170 99210 of the Public Utilities Code, that are used to provide*
 17 *public transportation by rail or passenger bus rail, passenger bus,*
 18 *or ferry, or are directly related to that use, or any property,*
 19 *facilities, or vehicles upon which the San Francisco Bay Area*
 20 *Rapid Transit District a county transportation commission,*
 21 *transportation authority, joint powers authority, or operator, as*
 22 *defined in Section 99210 of the Public Utilities Code, owes policing*
 23 *responsibilities to a local government pursuant to an operations*
 24 *and maintenance agreement or similar interagency agreement.*

25 (7) *As used in this subdivision, “transit enforcement officer”*
 26 *means an individual designated by a public transit agency to*
 27 *enforce rules and regulations on transit property, including*
 28 *security personnel authorized to issue citations.*

29 (c) This section does not prohibit picketing in the immediately
 30 adjacent area of the property of any railroad or transit-related
 31 property or any lawful activity by which the public is informed of
 32 the existence of an alleged labor dispute.

33 SEC. 3. No reimbursement is required by this act pursuant to
 34 Section 6 of Article XIII B of the California Constitution because
 35 the only costs that may be incurred by a local agency or school
 36 district will be incurred because this act creates a new crime or
 37 infraction, eliminates a crime or infraction, or changes the penalty
 38 for a crime or infraction, within the meaning of Section 17556 of
 39 the Government Code, or changes the definition of a crime within

AB 394

— 6 —

- 1 the meaning of Section 6 of Article XIII B of the California
- 2 Constitution.

Minute Action

AGENDA ITEM: 4

Date: *March 12, 2025*

Subject:

Federal Legislative Update

Recommendation:

Receive the March 2025 Federal Legislative Update and provide direction as appropriate, relating to the following:

- Transportation; and
- Council of Governments.

Background:

Federal Appropriations Process

On December 20, 2024, Congress passed a Continuing Resolution (CR) to keep the federal government funded until March, 14, 2025. President Joe Biden signed the bill on December 21, 2024. Congress must pass all 12 Appropriations bills for Fiscal Year 2025 (FY25), or pass another CR, prior to the March 14, 2025 deadline to avoid a government shutdown.

As of late February 2025, Members in Congress had not passed any Appropriations bills for FY25 and members were discussing passing another CR that would extend to the end of the fiscal year and preserve funding at current levels.

Budget Reconciliation

Congress is also looking to the Budget Reconciliation process to fund domestic policy priorities of the Trump Administration.

On February 20, 2025, Senate Republicans passed a budget bill that addressed boarder security, defense and energy, while on February 25, 2025, House Republicans passed their budget bill that addressed the same issues, but also extends the 2017 Trump Tax Cuts and addresses the debt ceiling.

Senate Republicans prefer to address the tax cuts in a separate bill, but President Donald Trump indicated he believes a one bill approach would be best.

House and Senate Republicans will now have to negotiate to merge their bills, likely in a one bill approach.

Bills passed through the reconciliation process need only a simple majority to pass, avoiding any possible attempts by Senate Democrats to filibuster the bills.

Congressional Funding Requests

House and Senate offices began releasing their appropriations request forms for the Fiscal Year 2026 appropriations process, with tentative deadlines in March and April 2025.

San Bernardino County Transportation Authority staff is identifying projects that would benefit from submitting requests for House Community Project Funding and Senate Congressionally

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Legislative Policy Committee Agenda Item

March 12, 2025

Page 2

Directed Spending, as well as also working with local jurisdictions and transit partners on submitting requests for their projects.

California High-Speed Rail Review

The Secretary of Transportation announced that the Federal Railroad Administration (FRA) is initiating a review of the California High-Speed Rail Authority (CHSRA). This review will help determine whether roughly \$4 billion in taxpayer money should remain committed to the proposed project to build high-speed rail in the California Central Valley between Merced and Bakersfield. In March of 2023, the CHSRA Peer Review Group, charged with evaluating CHSRA's funding plans, reported an "unfunded gap of \$92.6 billion to \$103.1 billion between estimated costs and known State and Federal funding" for the San Francisco-to-Los Angeles connection. Given the red flags raised about this project, FRA will investigate the delays and cost overruns through a compliance and performance review.

This review is expected to be one of the many audits that the United States Department of Transportation and other agencies will conduct, at the behest of President Trump, to unravel Biden-era funding commitments.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Louis Vidaure, Legislative Analyst

Approved
Legislative Policy Committee
Date: March 12, 2025

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

**ADDITIONAL
INFORMATION**

LEGISLATIVE POLICY COMMITTEE ATTENDANCE RECORD – 2025

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Ray Marquez City of Chino Hills		X										
Paul Cook Board of Supervisors		X										
Dawn Rowe Board of Supervisors		X										
Art Bishop Town of Apple Valley		X										
Larry McCallon City of Highland		X										
Rick Denison Town of Yucca Valley		X										

Communication: Attendance (Additional Information)

X = member attended meeting. * = alternate member attended meeting Empty box = Did not attend meeting Crossed out box = not a Board Member at the time. Shaded box = No meeting

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist Board Members and partners as they participate in deliberations at Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. Staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IIEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

Acronym List

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments



MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019