

AGENDA
Legislative Policy Committee Meeting
May 14, 2025
9:30 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

Alan Wapner, Mayor Pro Tem
City of Ontario

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

**May 14, 2025
9:30 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

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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.

DISCUSSION ITEMS

Discussion - Legislative/Public Outreach

2. Federal Legislative Update

Pg. 10

Receive the May 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.

3. State Legislative Update

Pg. 16

A. Receive the May 2025 State Legislative Update relating to the following:

- Transportation; and
- Council of Governments.

B. Provide direction as to positions on bills as appropriate.

- Transportation; and
- Council of Governments.

Presenter: Louis Vidaure

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

4. Bill Position Recommendation

Pg. 70

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

Approve a support position for Senate Bill 800, by Senator Eloise Gómez Reyes, which would require the California Department of Transportation to establish and administer a pilot program to install suicide deterrents on 10 freeway overpasses in the County of San Bernardino

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.

Discussion - Regional/Subregional Planning

5. Assembly Bill 98 Cleanup Bill Update (Assembly Bill 735 & Senate Bill 415)

Pg. 75

Receive the Legislative Update on cleanup efforts on last year's Assembly Bill (AB) 98 and provide direction as appropriate to AB 735 (Carillo) and Senate Bill 415 (Reyes).

Presenter: Josh Lee

This item is not scheduled for review by any other policy committee, but has been presented at the April 2025 Transportation Technical Advisory Committee, February 2025 and March 2025 Planning and Development Technical Forum, and March 2025 City/County Manager's Technical Advisory Committee.

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

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Acronym List

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Mission Statement

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The next Legislative Policy Committee meeting is scheduled for June 11, 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 the 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 2:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Written information received after the 2:00 pm deadline will not be distributed. 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: May 14, 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: May 14, 2025

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: May 14, 2025

Subject:

Federal Legislative Update

Recommendation:

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

- Transportation; and
- Council of Governments.

Background:

Reconciliation and Fiscal Year 2026 (FY26) Appropriations Process

Congress returned from their Spring Recess on April 28, 2025. Both the House and Senate leadership are now focused on passing their respective budget reconciliation packages that will fund the Trump Administration domestic priorities. Prior to leaving for their two-week recess, both the House and Senate adopted their budget resolutions, the prelude to committees being able to mark-up reconciliation bills that will cut spending and make specific tax cuts permanent. House Speaker Mike Johnson indicated that they are hoping to bring their reconciliation bill to the House Floor the week of May 19, 2025, prior to Congress adjourning for the Memorial Day holiday.

Providing additional incentive for Congress to move fast on reconciliation, the Treasury is close to finalizing when the United States (U.S) will hit the debt limit and begin to default on its financial obligations which is likely late August. The economic consequences of hitting the debt ceiling could be severe, and as such it is a significant motivating factor for the majority to push reconciliation forward quickly and include some remedy for the debt ceiling.

Surface Transportation Act Reauthorization

As the Infrastructure Investment and Jobs Act of 2021 is set to expire at the end of Fiscal Year 2026, Congress has begun the process of crafting a new surface transportation funding bill.

On April 15, 2025, SBCTA sent a letter to members of the San Bernardino County Congressional delegation outlining SBCTA's priorities for reauthorization legislation. A copy of that letter can be found in Attachment A.

Also, in preparation for the Surface Transportation Act reauthorization the House Transportation and Infrastructure Committee's Highways & Transit Subcommittee held a hearing to discuss the challenges with the Highway Trust Fund's (HTF) current funding mechanism and to consider other funding options. Long-term certainty and stability for the HTF is a major concern for this reauthorization and front and center in the effort to enact an on-time, multi-year surface bill.

Currently, the HTF is funded by excise taxes on gas and diesel fuels, as well as taxes on truck tires, truck and trailer sales, and heavy vehicle users, with the most recent adjustment to the tax on gas and diesel fuels in 1993. Since 2001, spending from the HTF has exceeded its

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

revenues. Without a serious solution, the HTF will need more General Fund bailouts that do not address the long-term challenges of the HTF.

Transportation Roundtable with Congresswoman Norma Torres

April 17, 2025, Congresswoman Norma Torres held a Transportation Roundtable focused on initiating regional coordination among Inland Empire municipalities and transit agencies in anticipation of the 2026 FIFA World Cup, the 2027 Superbowl, and the 2028 Olympic and Paralympic Games.

Participants included representatives from SBCTA, Omnitrans, Metrolink, Ontario International Airport, Foothill Transit and cities along the Metrolink San Bernardino Line.

SBCTA staff participated in the discussion and highlighted SBCTA's efforts working with transit partners in San Bernardino County to promote transit ridership during the events.

U.S. Department of Transportation Rescinds Highway Emissions Rule

Secretary of Transportation Sean Duffy eliminated a 2017 Federal Highway Administration rule that would have required state transportation agencies to measure and establish declining emissions targets for federally supported highways.

Secretary Duffy argued that deregulation was warranted. He stated this was just the first of many regulations he was seeking to reverse.

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: May 14, 2025

Witnessed By:



ATTACHMENT A

April 15, 2025

The Honorable Alex Padilla
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Pete Aguilar
108 Cannon House Office Building
Washington, DC 20515

The Honorable Judy Chu
2423 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Ken Calvert
2205 Rayburn House Office Building
Washington, DC 20515

The Honorable Adam Schiff
112 Hart Senate Office Building
Washington, DC 20510

The Honorable Jay Obernolte
2433 Rayburn House Office Building
Washington, DC, 20515-0533

The Honorable Norma Torres
2227 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Young Kim
2439 Rayburn House Office Building
Washington, DC 20515

Re: San Bernardino County Transportation Authority (SBCTA) 2026 Surface Transportation Reauthorization Requests: *Efficiency Opportunities for Transportation*

Dear Senator Padilla, Senator Schiff, Congressman Aguilar, Congressman Obernolte, Congresswoman Chu, Congresswoman Torres, Congressman Calvert and Congresswoman Kim:

As the 119th Congress begins considering the reauthorization of surface transportation funding, this is an opportunity to streamline and improve the processes for developing and funding transportation projects. By efficiently supporting the mobility needs of residents and businesses with the limited resources available, we can help both local and national economies thrive.

The San Bernardino County Transportation Authority (SBCTA) collaborates with Caltrans, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), and our 25 local jurisdiction members to fund and construct projects. As experts in transportation infrastructure, we are well-positioned to provide practical solutions that enhance the efficiency and effectiveness of project delivery and funding. The following recommendations will provide a more cost-effective way to allocate transportation funds.

Increase Formula Funding and Reduce/Eliminate Competitive Grants

Background: A growing share of federal funding now comes through competitive grants, which, while allowing federal agencies to guide spending through eligibility requirements, leads to inefficiencies. Regional agencies are better positioned to determine how to maximize the impact of these funds, as we have direct input from the communities and businesses we serve. Unfortunately, the process of competing for grants has become costly and bureaucratic, with unpredictable funding that disrupts project timelines. Federal rules encourage rapid project delivery, but unreliable funding makes meeting deadlines challenging.

Attachment: SBCTA 2026 Surface Transportation Reauthorization Requests (4-15-25) (11068 : Federal Legislative Update)

Focusing on formula funding would streamline processes, making them more efficient and predictable. In the current grant-dependent system, we constantly reallocate resources, face delays, and waste time, incurring increased costs. Additionally, the recent Department of Transportation (DOT) decision to require Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funding in California to flow through Metropolitan Planning Organizations (MPOs) via a competitive process, rather than established formulas, has added more bureaucracy. This has increased staffing needs, delayed funding availability, and further disrupted project timelines.

Recommendation: Significantly reduce or eliminate the competitive federal grant process and shift funding to stable population-based formula funding. Allow for cross-jurisdictional borrowing of funds to better align funding timing with shovel-ready projects. Modify legislation to suballocate federal funds to county transportation commissions, like SBCTA, within multi-county MPOs, and allow these county transportation commissions to directly manage the project selection for federal formula funds such as STBG and CMAQ. Providing direct control of these funds to local agencies would reduce bureaucratic delays, improve efficiency, and ensure transportation investments align with regional priorities.

Formula-based Distribution of Freight Funding

Background: The FAST Act established a National Multimodal Freight Policy with national goals to guide decision-making and required the development of a National Freight Strategic Plan to implement those goals. It also introduced a discretionary freight-focused grant program, which has been a crucial tool for helping regions and local jurisdictions keep pace with the growing demands of the global supply chain.

San Bernardino County plays a key role as a primary gateway in the nation's supply chain, supporting exporters nationwide and facilitating the distribution of goods to and from the San Pedro Bay port complex. San Bernardino County contributes significantly to the national economy through its industrial, manufacturing, and logistics sectors, as well as the massive freight volumes that pass through by highway, rail, and air. Despite this, the County has never received an INFRA grant, even after nearly 10 years of the program, notwithstanding submitting multiple strong applications for nationally significant freight facilities.

Recommendation: A formula-based approach to distributing freight funding would lead to more efficient and predictable funding streams. It would reduce the federal government's processing costs while enabling local governments to deliver critical projects more quickly and demonstrate that the funds are being used effectively. The formula should factor in the level of freight and logistics activity within the counties that are most heavily impacted and that are on primary routes serving the national supply chain. For example, the State of California sets such targets by region of the state for use in its Trade Corridor Enhancement Program.

Incentivize "Self-Help" Counties

Background: Several counties have sales tax measures dedicated to funding transportation projects, and San Bernardino County is one of them. In 2004, voters approved a ballot measure with an 80 percent majority to fund specific freeway, transit, and local street improvements. This strong support is credited to the measure's alignment with local needs and priorities.

Recommendation: The Federal government should acknowledge the initiative of local governments and incentivize their efforts by directing funding to these "self-help" counties through a formula-based approach. San Bernardino County contributes significantly to federal gas tax and other revenue, and returning a portion of that revenue directly to the county would simplify the federal funding process. The most effective decisions are made when funding is allocated by those closest to the beneficiaries, such as residents and businesses.

The Clean Air Act (CAA)

Background: The Valley Region of San Bernardino County is located within the South Coast Air Basin, an area with severe non-attainment for ozone. The key strategy for achieving attainment is reducing NO_x emissions from mobile sources, mainly trains, trucks, and ships, which are regulated at the federal level. Given the County's critical role in the national and global supply chain, as mentioned in the **Formula-based Distribution of Freight Funding** section above, we should not be penalized under the Clean Air Act for emissions over which we have limited control. For example, highway sanctions can be imposed if our air districts fail to comply with even a small component of the Clean Air Act. Additionally, some processes within the Act appear outdated or ineffective in achieving air quality goals.

Recommendation: Several provisions in the CAA that may have been effective decades ago have now become barriers to achieving air quality attainment and building critical transportation infrastructure. For example, the PM Hot Spot Analysis required as part of a project-level conformity determination can cause significant delays. Defined in 40 CFR 93.101, this analysis estimates future localized pollutant concentrations and compares them to National Ambient Air Quality Standards (NAAQS). The process, along with the Environmental Protection Agency's (EPA) determination, can delay projects by months. The funds spent navigating this process could be better invested in projects that directly improve air quality and/or improve safety.

Another example is the use of highway sanction clocks by the EPA to enforce air quality compliance. While intended to ensure compliance, this mechanism can impact important highway projects due to unrelated air quality issues, such as those from stationary sources. It is an illogical hammer with no direct tie to the concern. With the already complex and lengthy project development process, it is unfair to allow these unrelated compliance issues to jeopardize vital transportation projects, adding unnecessary time, cost, and complexity. Simple reforms within the CAA could greatly improve the efficiency and effectiveness of delivering essential transportation infrastructure.

One Consistent Department of Transportation Voice

Background: FHWA, FTA, and FRA all operate with different processes, which can create inefficiencies. A prime example is the Right-of-Way Acquisition Incentive Program. FHWA allows local agencies to offer up to 10% (or more with approval) above the appraised value for property acquisitions. This program has been a valuable tool for ensuring fair compensation for property owners and avoiding costly eminent domain procedures. However, FTA does not allow such an incentive. As a result, FHWA projects progress more quickly through the right-of-way acquisition process, reducing costs and better utilizing staff resources. In contrast, FTA projects are slower, more expensive, and less beneficial for private property owners.

Another example is the differing Buy America/Buy American requirements between the agencies. Unlike the Buy America Act, the Buy American Act offers waivers that can be issued if materials are not available in the required quantities or if the cost of foreign-sourced products is lower than that of comparable U.S. products. Additionally, the Buy America Act is specific to procurements for state and local government transportation and transit projects making compliance more difficult and costly than the Buy American Act.

A recent FRA-regulated rail expansion project had to undergo FTA safety certification in addition to the FRA safety process because of an \$8 million FTA grant. This duplicative certification process delayed the project's start of service and increased costs.

Recommendation: While there are unique regulatory requirements for the different modes of transportation, most aspects of the project delivery process can be uniform. The DOT should speak with one voice when it comes to federal requirements for delivering federally funded projects, eliminating inconsistencies and overlaps among its branches to prioritize efficiency and streamlining. For example, on a recent FRA regulated rail project, SBCTA was required to go through the FRA safety certification process as appropriate, but due to a small amount of FTA grant funding on the project, we were also required to go through a duplicative and unnecessary FTA safety certification process which added no value. It was a waste of time and taxpayer money.

Streamline and Prevent Delays to the Start of the National Environmental Policy Act Process

Background: During President Trump's first term, project dashboards were implemented to hold federal agencies accountable for advancing project approvals and actions within a reasonable timeline. The timeline on the dashboard begins when the federal agency provides concurrence on a Class of Action (COA). However, we've encountered a reluctance to start the NEPA clock to avoid the accountability tied to the dashboard. While NEPA actions have a defined timeline for completion, which is reported on the dashboard, federal agencies have often been trying to complete as much of the required work and technical studies as possible before the COA is approved. This results in the actual process taking longer than the reported timeline indicates, which results in increased costs.

Recommendation: Federal agencies should initiate the NEPA process timeline in the dashboard upon receiving the COA and defer to local agencies on when to proceed with the process. Additionally, the NEPA process should be continuously evaluated to assess requirements and ensure that NEPA clearance can be completed within a reasonable timeline. Reduce administrative redundancies to accelerate project delivery.

FTA Ridership Analysis Requirements

Background: FTA requires the use of the STOPS model for most but not all agencies. It relies heavily on existing services for ridership projections, which disadvantages growing suburban systems and advantages urban areas like Los Angeles and San Francisco. **Where new services are in the project development stages and in need of federal funding, future ridership projections should be given more weight in FTA's funding criteria.**

Recommendation: Re-evaluate the required process and allow more room for credible modeling methods that better take into account forecasts of future ridership.

TIFIA Reconfiguration

Background: The Transportation Infrastructure Finance and Innovation Act (TIFIA) program, administered by the Department of Transportation, provides long-term, low-interest loans and other types of credit assistance for the construction of surface transportation projects. In 2019, SBCTA executed a TIFIA loan agreement for the I-10 Express Lanes Project. The \$225 million loan provided a much-needed resource for this vital project, reducing the need to borrow against local funds committed to other projects and enabling the users of the express lanes to repay the debt service on the loan. Unfortunately, the process for securing the TIFIA loan has created challenges that have deterred agencies like SBCTA from pursuing additional TIFIA loans for subsequent projects.

Recommendation: Remove the requirement for idle funds, including backstops, reserves, sweep accounts, and excess revenue access restrictions that TIFIA has discretion over. The process of loan approval should also adhere to a precise schedule. This issue is partly due to the lack of a defined path for escalating disagreements through the chain of command, which places all schedule risks on the agency. Additionally, costly legal fees arise from the prolonged TIFIA procurement process for external legal counsel, deviations from the standard loan agreement template, and unnecessary negotiations, questions, or requests that are not essential to the transaction.

We appreciate the opportunity to share concerns and look forward to working with your respective staff as the reauthorization progresses. Should you have any additional questions or require more information, please do not hesitate to contact Otis Greer, Director of Legislative and Public Affairs at (909) 884-8276 or via email at ogreer@gosbcta.com.

Thank you,



Raymond W. Wolfe, PhD
Executive Director

Minute Action

AGENDA ITEM: 3

Date: May 14, 2025

Subject:

State Legislative Update

Recommendation:

A. Receive the May 2025 State Legislative Update relating to the following:

- Transportation; and
- Council of Governments.

B. Provide direction as to positions on bills as appropriate.

- Transportation; and
- Council of Governments.

Background:

2025 Legislative Session

The Legislature reconvened from its Spring Recess on April 21, 2025. During the final weeks of April, much of the Legislature worked to develop their legislative package and to amend substantive language into the early introduced spot bills.

There are currently 1,667 Assembly bills and 978 Senate bills moving through the process. The deadline to move out of the first house policy committee for bills that are tagged fiscal is May 2, 2025. As a result, the last two weeks of April consisted of lengthy hearings where a majority of bills were heard for the first time. For bills that are referred to more than one policy committee, there is a quick turnaround from one hearing to the next. Once these bills advance out of the policy committee stage, they will move to the respective Appropriations Committee for a debate on the fiscal aspects of the bill. In May, the focus will be on these fiscal issues, including a hearing on the Suspense File, where bills with a larger price tag are often held in the Appropriations Committees.

Simultaneously with Policy and Fiscal Committee hearings, the Budget Sub Committees also met regularly to review the items in Governor Newsom's (Governor) January Budget proposal. These committees will continue to make recommendations prior to the Governor's May Revise, the next step in the budget process. The Governor must submit his "May Revise" on or by May 14, 2025. This typically serves as a post-tax collection update to state revenues and allows the Governor to revise and refine his January budget proposal.

Transit Transformation Task Force Update

Senate Bill 125 of 2023 established the Transit Transformation Task Force (TTTF) to develop policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs. The California State Transportation Agency (CalSTA) appointed 25 members to the TTTF, including representatives from state government, local agencies, academic institutions, advocacy organizations, and other stakeholders. CalSTA, in consultation with the TTTF, will prepare a report of findings and policy recommendations based on the TTTF's efforts and submit it to the Legislature by October 31, 2025.

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

Legislative Policy Committee Agenda Item

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On March 11, 2025, TTTF held its ninth public meeting. The focus of the meeting was to discuss recommendations for strategies to provide first and last-mile access to transit, to discuss accessible transportation, including paratransit, dial-a-ride, and transit needs of seniors and people with disabilities, and to discuss the Transportation Development Act (TDA) reform for transit operations, funding, and unmet needs process. During the meeting, the TTTF members agreed on the importance of first-mile-last-mile access to transit. TTTF members called for the inventory of accessibility features at bus stops and transit/rail stations, for planning purposes and to provide accessibility information to riders.

Members also emphasized the need for consistent funding of active transportation projects, which are typically over-subscribed and are often the first to face cuts during budget deficits. During the discussion of TDA recommendations, one of the TTTF members suggested removing farebox recovery and Consumer Price Index escalation clauses from the TDA and replacing it with allocation of State Transit Assistance (STA) revenues based on passenger boarding to operations, meet at least one the following conditions: meet ridership growth targets versus peer group; have implemented state-identified measures to increase transit ridership; exceed performance targets from customer surveys or third-party assessments.

Attachment A contains a list of legislative bills that the San Bernardino County Transportation Authority (SBCTA)/San Bernardino Council of Governments (SBCOG) have taken a position on. Attachment B reflects bills of interest to SBCTA and SBCOG.

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: May 14, 2025

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

ATTACHMENT A

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
LEGISLATIVE BILL POSITIONS - May 2025

3.a

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 334 (Petrie-Norris)	Would allow California tolling agencies to share all necessary toll information with out of state tolling agencies to aide in implementation of national interoperability.	Passed out of Assembly Transportation Committee and referred to Assembly Privacy and Consumer Protection Committee. (3/24/25)	Support	3/12/2025
AB 394 (Wilson)	Would expand existing protections under California Penal Code to broaden coverage of the existing transit assault statute for operators to all transit employees and empowers transit agencies and courts with additional tools to deter harmful behavior and enhance safety across California's public transportation systems.	Passed out of Assembly Public Safety and Judiciary Committees, referred to Assembly Appropriations Committee. (4/22/25)	Support	3/12/2025

Attachment: Bill Position Matrix May 2025 (11069 : State Legislative Update)

[AB 3](#)**(Dixon R) Alcohol and drug treatment facilities: local regulation.****Current Text:** Amended: 3/20/2025 [html](#) [pdf](#)**Introduced:** 12/2/2024**Status:** 3/24/2025-Re-referred to Com. on HEALTH.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Would exempt an alcoholism or drug abuse recovery or treatment facility from being considered a residential use of property for the purposes of local regulation if multiple single-family dwellings are being used as a licensed or unlicensed alcohol or other drug recovery or treatment facility, they share an owner, a director, programs, or amenities with another facility, and any of the dwellings are within 300 feet of that facility, or if a single-family dwelling being used as an alcohol or other drug recovery or treatment facility shares an owner, a director, programs, or amenities with another facility that is commercially owned, operated, and licensed that is located anywhere in the state.

Priority[AB 6](#)**(Ward D) Residential developments: building standards: review.****Current Text:** Amended: 3/28/2025 [html](#) [pdf](#)**Current Analysis:** 04/28/2025 [Assembly Housing And Community Development \(text 3/28/2025\)](#)**Introduced:** 12/2/2024**Status:** 5/1/2025-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 30).

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: 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. The bill, if the report identifies and recommends amendments to building standards, would require the department to research, develop, and consider proposing the standards for adoption by the commission, as specified. For the purposes of these provisions, the bill would authorize the department to exceed the scope and application of the International Residential Code to allow residential developments of between 3 and 10 units to be designed and constructed under the requirements of the California Residential Code.

Priority[AB 11](#)**(Lee D) The Social Housing Act.****Current Text:** Introduced: 12/2/2024 [html](#) [pdf](#)**Current Analysis:** 04/22/2025 [Assembly Housing And Community Development \(text 12/2/2024\)](#)**Introduced:** 12/2/2024**Status:** 4/28/2025-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 3.) (April 24). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: 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.

Priority

AB 12**(Wallis R) Low-carbon fuel standard: regulations.****Current Text:** Introduced: 12/2/2024 [html](#) [pdf](#)**Introduced:** 12/2/2024**Status:** 2/18/2025-Referred to Com. on NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority**AB 20****(DeMaio R) Homelessness: People First Housing Act of 2025.****Current Text:** Amended: 3/24/2025 [html](#) [pdf](#)**Current Analysis:** 04/22/2025 [Assembly Housing And Community Development \(text 3/24/2025\)](#)**Introduced:** 12/2/2024**Status:** 4/24/2025-In committee: Set, first hearing. Failed passage.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would prohibit a homeless encampment from operating within 500 feet of a sensitive community area, including, but not limited to, a school, open space, or transit stop. The bill would prohibit a person from camping, as defined, in any public space, including a sidewalk, if a homeless shelter bed is available in the city where the public space is located.

Priority**AB 21****(DeMaio R) Common interest developments: association management and meeting procedures.****Current Text:** Amended: 3/24/2025 [html](#) [pdf](#)**Current Analysis:** 04/22/2025 [Assembly Housing And Community Development \(text 3/24/2025\)](#)**Introduced:** 12/2/2024**Status:** 4/28/2025-From committee: Without further action pursuant to Joint Rule 62(a).

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Davis-Stirling Common Interest Development Act governs the management and operation of common interest by an association. If a provision of that act requires an association to deliver a document by "individual delivery" or "individual notice," the act requires the association to deliver that document in accordance with the preferred delivery method specified by the member. Current law also requires the board of an association to provide general notice of a proposed rule change at least 28 days before making the rule change, in accordance with certain procedures. This bill would revise the above-described rule change provision to require the board to provide individual notice pursuant to the above-described provision governing document delivery.

Priority**AB 23****(DeMaio R) The Cost of Living Reduction Act of 2025.****Current Text:** Amended: 3/25/2025 [html](#) [pdf](#)**Introduced:** 12/2/2024**Status:** 3/26/2025-Re-referred to Com. on U. & E.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the Public Utilities Commission to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the

PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months.

Priority

AB 26

(DeMaio R) Eliminate the Politicians' Perks Act of 2025.

Current Text: Introduced: 12/2/2024 [html](#) [pdf](#)

Introduced: 12/2/2024

Status: 12/3/2024-From printer. May be heard in committee January 2.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

AB 33

(Aguiar-Curry D) Autonomous vehicles.

Current Text: Amended: 4/1/2025 [html](#) [pdf](#)

Current Analysis: 04/18/2025 [Assembly Transportation \(text 3/4/2025\)](#)

Introduced: 12/2/2024

Status: 4/22/2025-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 2.) (April 21). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human operator on any highway within the State of California. The bill would declare that a violation of this prohibition is not an infraction and is instead punishable by a civil fine not to exceed \$25,000 for each instance of the violation. The bill would make certain findings and declarations related to these provisions.

Priority

AB 34

(Patterson R) Air pollution: regulations: consumer costs: review.

Current Text: Amended: 3/13/2025 [html](#) [pdf](#)

Introduced: 12/2/2024

Status: 3/17/2025-Re-referred to Com. on NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Pursuant to the California Global Warming Solutions Act of 2006, the State Air Resources Board has adopted the California Greenhouse Gas Cap-and-Trade Program to reduce emissions of greenhouse gases by applying a greenhouse gas allowance budget to specified entities and providing a trading mechanism for achieving compliance, as provided. 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 regulation to reduce the carbon intensity of transportation fuels used in California, as specified. This bill would prohibit the state board from adopting any standard, regulation, or rule that affects the Low Carbon Fuel Standard or the California Greenhouse Gas Cap-and-Trade Program until the Legislative Analyst has analyzed the cost to the consumer of the proposed standard, regulation, or rule, as specified, and submitted its analysis to the Legislature.

Priority

AB 35

(Alvarez D) California Environmental Quality Act: clean hydrogen transportation projects.

Current Text: Amended: 4/21/2025 [html](#) [pdf](#)

Introduced: 12/2/2024**Status:** 4/22/2025-Re-referred to Com. on NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

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 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. By imposing new duties on a lead agency, this bill would create a state-mandated local program. The bill would repeal these provisions on January 1, 2036. This bill contains other related provisions and other existing laws

Priority**AB 36****(Soria D) Housing elements: prohousing designation.****Current Text:** Amended: 3/19/2025 [html](#) [pdf](#)**Current Analysis:** 04/28/2025 [Assembly Appropriations](#) (text 3/19/2025)**Introduced:** 12/2/2024**Status:** 5/1/2025-Read second time. Ordered to Consent Calendar.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

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 evaluate materials from a nonentitlement jurisdiction's housing element submission when determining whether the jurisdiction qualifies as prohousing, but only with respect to those nonentitlement jurisdictions that have a compliant housing element. The bill would also prohibit HCD from requiring nonentitlement jurisdictions to renew their prohousing designation for at least 5 years.

Priority**AB 37****(Elhawary D) Workforce development: mental health service providers: homelessness.****Current Text:** Amended: 3/13/2025 [html](#) [pdf](#)**Introduced:** 12/2/2024**Status:** 3/17/2025-Re-referred to Com. on L. & E.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: Current law 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 certain activities, including the review and technical assistance of statewide policies, programs, and recommendations to support workforce development systems in the state, as specified. This bill would require the board to study how to expand the workforce of mental health service providers who provide services to homeless persons.

Priority**AB 39****(Zbur D) General plans: Local Electrification Planning Act.****Current Text:** Amended: 4/24/2025 [html](#) [pdf](#)**Current Analysis:** 04/29/2025 [Assembly Committee On Utilities And Energy](#) (text 4/24/2025)**Introduced:** 12/2/2024**Status:** 5/1/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (April

30). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

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 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 and other zero-emission vehicle fueling infrastructure 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.

Priority

AB 41

(Macedo R) State Air Resources Board: regulations: impact estimates: retail gasoline prices: public disclosure.

Current Text: Introduced: 12/2/2024 [html](#) [pdf](#)

Introduced: 12/2/2024

Status: 2/18/2025-Referred to Com. on NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

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.

Priority

AB 52

(Aguiar-Curry D) Native American resources.

Current Text: Amended: 4/21/2025 [html](#) [pdf](#)

Current Analysis: 04/26/2025 [Assembly Natural Resources \(text 4/21/2025\)](#)

Introduced: 12/2/2024

Status: 4/28/2025-In committee: Set, first hearing. Hearing canceled at the request of author.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Current law finds and declares it to be the public policy and in the public interest of California to encourage the voluntary conveyance of conservation easements to qualified nonprofit organizations. Existing law defines the term "conservation easement" for these purposes, and authorizes certain entities and organizations to acquire and hold conservation easements, including a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the Native American Heritage Commission, to protect a California Native American prehistoric, archaeological, cultural, spiritual, or ceremonial place, if the conservation easement is voluntarily conveyed. This bill would instead authorize a California Native American tribe that is on the above-described contact list, to protect a California Native American prehistoric, archaeological, cultural, spiritual, or ceremonial place, to acquire and hold conservation easements, if the conservation easement is voluntarily conveyed or otherwise conveyed pursuant to the California Environmental Quality Act.

Priority

AB 69

(Calderon D) FAIR Plan policy renewals.

Current Text: Introduced: 12/10/2024 [html](#) [pdf](#)

Current Analysis: 04/21/2025 [Assembly Appropriations \(text 12/10/2024\)](#)

Introduced: 12/10/2024

Status: 4/23/2025-In committee: Set, first hearing. Referred to suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

3.b

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.

Priority

[AB 76](#)

(Alvarez D) Surplus land: exempt surplus land: sectional planning area.

Current Text: Amended: 4/21/2025 [html](#) [pdf](#)

Current Analysis: 05/02/2025 [Assembly Floor Analysis](#) (text 4/21/2025)

Introduced: 12/16/2024

Status: 5/1/2025-Read second time. Ordered to third reading.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "exempt surplus land" to mean, among other things, land that is subject to a sectional planning area document, 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 a minimum, 25% of units that are proposed by the sectional planning area document as adopted prior to January 1, 2019, and 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, in accordance with certain requirements and calculated with respect to the entire sectional planning area and inclusive of housing designated for students, faculty, and staff of an academic institution.

Priority

[AB 86](#)

(Boerner D) Instructional materials: health education.

Current Text: Introduced: 1/6/2025 [html](#) [pdf](#)

Current Analysis: 04/08/2025 [Assembly Appropriations](#) (text 1/6/2025)

Introduced: 1/6/2025

Status: 4/9/2025-In committee: Set, first hearing. Referred to APPR. suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the State Board of Education to adopt instructional materials for kindergarten and grades 1 to 8, inclusive, and to adopt procedures for the submission of instructional materials. This bill would require the state board to, on or before July 1, 2028, adopt instructional materials for health education, as specified.

Priority

[AB 226](#)

(Calderon D) California FAIR Plan Association.

Current Text: Introduced: 1/9/2025 [html](#) [pdf](#)

Current Analysis: 03/21/2025 [Assembly Floor Analysis](#) (text 1/9/2025)

Introduced: 1/9/2025

Status: 4/2/2025-In Senate. Read first time. To Com. on RLS. for assignment.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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 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

Attachment: SBCTA Bill Report - May 2025 (11069 : State Legislative Update)

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.

Priority

AB 234

(Calderon D) California FAIR Plan Association governing committee.

Current Text: Introduced: 1/13/2025 [html](#) [pdf](#)

Current Analysis: 04/03/2025 [Assembly Floor Analysis](#) (text 1/13/2025)

Introduced: 1/13/2025

Status: 4/7/2025-Read third time. Urgency clause adopted. Passed. Ordered to the Senate. (Ayes 64. Noes 0.). In Senate. Read first time. To Com. on RLS. for assignment.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

AB 238

(Harabedian D) Mortgage forbearance: state of emergency: wildfire.

Current Text: Amended: 4/2/2025 [html](#) [pdf](#)

Current Analysis: 04/02/2025 [Assembly Floor Analysis](#) (text 4/2/2025)

Introduced: 1/13/2025

Status: 4/7/2025-Read third time. Urgency clause adopted. Passed. Ordered to the Senate. (Ayes 70. Noes 0.). In Senate. Read first time. To Com. on RLS. for assignment.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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 that prevents the borrower from making timely payments on a specified residential mortgage loan due directly to the wildfire disaster described in the proclamation of a state of emergency issued by Governor Gavin Newsom on January 7, 2025, or the federally declared disaster, declared on January 8, 2025, related to the Eaton Wildfire, the Palisades Fire, and the Straight-line Winds, to request forbearance on their residential mortgage loan, as prescribed. The bill would limit eligibility for that forbearance to loans that are secured by residential real property improved by 4 or fewer residential units. The bill would require the borrower to affirm that they are experiencing a financial hardship due to the wildfire disaster.

Priority

AB 259

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

Current Text: Amended: 4/21/2025 [html](#) [pdf](#)

Current Analysis: 04/23/2025 [Assembly Floor Analysis](#) (text 4/21/2025)

Introduced: 1/16/2025

Status: 4/22/2025-Read second time. Ordered to third reading.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may

participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030.

Priority

AB 261

(Quirk-Silva D) Fire safety: fire hazard severity zones: State Fire Marshal.

Current Text: Amended: 3/26/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Assembly Emergency Management \(text 3/26/2025\)](#)

Introduced: 1/16/2025

Status: 4/29/2025-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 28). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: 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. The bill would authorize the State Fire Marshal to provide a written response to an entity on actions that may impact the degree of fire hazard, and would require this written response to be posted on the State Fire Marshal's internet website.

Priority

AB 266

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

Current Text: Introduced: 1/17/2025 [html](#) [pdf](#)

Current Analysis: 03/21/2025 [Assembly Transportation \(text 1/17/2025\)](#)

Introduced: 1/17/2025

Status: 3/28/2025-Read third time. Passed. Ordered to the Senate. (Ayes 62. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

AB 267

(Macedo R) Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.

Current Text: Introduced: 1/17/2025 [html](#) [pdf](#)

Introduced: 1/17/2025

Status: 2/18/2025-Referred to Coms. on TRANS. and NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

Current Text: Introduced: 1/21/2025 [html](#) [pdf](#)**Introduced:** 1/21/2025**Status:** 2/18/2025-Referred to Coms. on TRANS. and NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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 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.

Priority

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

Current Text: Amended: 3/24/2025 [html](#) [pdf](#)**Current Analysis:** 04/30/2025 [Assembly Privacy And Consumer Protection \(text 3/24/2025\)](#)**Introduced:** 1/22/2025**Status:** 5/1/2025-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 11. Noes 2.) (May 1).

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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. Existing law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 75 speed safety systems on state highway construction or maintenance areas, as specified.

Priority

1

(Gallagher R) Recovery from disaster or emergency: funding priority.

Current Text: Introduced: 1/23/2025 [html](#) [pdf](#)**Current Analysis:** 04/28/2025 [Assembly Appropriations \(text 1/23/2025\)](#)**Introduced:** 1/23/2025**Status:** 4/30/2025-In committee: Set, first hearing. Referred to suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

(Schultz D) Building regulations: state building standards.

Current Text: Amended: 3/12/2025 [html](#) [pdf](#)**Current Analysis:** 03/21/2025 [Assembly Floor Analysis \(text 3/12/2025\)](#)

Introduced: 1/23/2025

3.b

Status: 4/23/2025-Re-referred to Coms. on HOUSING and L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Department of Housing and Community Development (department) in the Business, Consumer Services, and Housing Agency. The California Building Standards Law establishes the California Building Standards Commission (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 (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 that are applicable to residential units 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.

Priority

[AB 307](#)

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

Current Text: Introduced: 1/23/2025 [html](#) [pdf](#)

Current Analysis: 03/21/2025 [Assembly Natural Resources](#) (text 1/23/2025)

Introduced: 1/23/2025

Status: 3/24/2025-In committee: Set, first hearing. Hearing canceled at the request of author.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

[AB 314](#)

(Arambula D) Affordable Housing and Sustainable Communities Program: project eligibility.

Current Text: Amended: 4/30/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Assembly Transportation](#) (text 4/10/2025)

Introduced: 1/23/2025

Status: 5/1/2025-Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law specifies the types of projects eligible for funding under the Affordable Housing and Sustainable Communities Program, including, among others, transit capital projects, active transportation capital projects, and transit-oriented development projects, as provided. This bill would expressly include certain transit capital projects and transit-oriented development projects near planned high-speed rail stations that meet specific criteria as eligible for funding under the program.

Priority

[AB 317](#)

(Jackson D) California First Time Homeowner Dream Act.

Current Text: Amended: 4/29/2025 [html](#) [pdf](#)

Current Analysis: 04/04/2025 [Assembly Natural Resources](#) (text 1/24/2025)

Introduced: 1/24/2025

Attachment: SBCTA Bill Report - May 2025 (11069 : State Legislative Update)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

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. 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 home buyer, 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.

Priority

AB 334

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

Current Text: Introduced: 1/28/2025 [html](#) [pdf](#)

Current Analysis: 05/02/2025 [Assembly Privacy And Consumer Protection \(text 1/28/2025\)](#)

Introduced: 1/28/2025

Status: 3/25/2025-From committee: Do pass and re-refer to Com. on P. & C.P. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (March 24). Re-referred to Com. on P. & C.P.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

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 highway 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.

Priority

1

AB 339

(Ortega D) Local public employee organizations: notice requirements.

Current Text: Introduced: 1/28/2025 [html](#) [pdf](#)

Current Analysis: 04/08/2025 [Assembly Appropriations \(text 1/28/2025\)](#)

Introduced: 1/28/2025

Status: 4/9/2025-In committee: Set, first hearing. Referred to APPR. suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

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

Priority

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

Current Text: Amended: 3/12/2025 [html](#) [pdf](#)

Current Analysis: 04/08/2025 [Assembly Appropriations](#) (text 3/12/2025)

Introduced: 2/3/2025

Status: 4/24/2025-Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

AB 390 (Wilson D) Vehicles: highway safety.

Current Text: Amended: 3/11/2025 [html](#) [pdf](#)

Current Analysis: 04/16/2025 [Assembly Floor Analysis](#) (text 3/11/2025)

Introduced: 2/3/2025

Status: 4/29/2025-In Senate. Read first time. To Com. on RLS. for assignment.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

1

AB 394 (Wilson D) Public transportation providers.

Current Text: Amended: 4/23/2025 [html](#) [pdf](#)

Current Analysis: 04/28/2025 [Assembly Appropriations](#) (text 4/23/2025)

Introduced: 2/3/2025

Status: 4/30/2025-In committee: Set, first hearing. Referred to suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

AB 431**(Wilson D) Advanced Air Mobility Infrastructure Act.****Current Text:** Amended: 4/30/2025 [html](#) [pdf](#)**Current Analysis:** 04/25/2025 [Assembly Transportation](#) (text 2/5/2025)**Introduced:** 2/5/2025**Status:** 5/1/2025-Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority**AB 440****(Ramos D) Suicide prevention.****Current Text:** Amended: 4/10/2025 [html](#) [pdf](#)**Current Analysis:** 04/21/2025 [Assembly Appropriations](#) (text 4/10/2025)**Introduced:** 2/6/2025**Status:** 4/23/2025-In committee: Set, first hearing. Referred to suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority**AB 443****(Bennett D) Energy Commission: integrated energy policy report: curtailed solar and wind generation: hydrogen production.****Current Text:** Introduced: 2/6/2025 [html](#) [pdf](#)**Current Analysis:** 04/18/2025 [Assembly Natural Resources](#) (text 2/6/2025)**Introduced:** 2/6/2025**Status:** 4/22/2025-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (April 21). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

AB 444**(Wilson D) General plan: circulation element.****Current Text:** Introduced: 2/6/2025 [html](#) [pdf](#)**Introduced:** 2/6/2025**Status:** 2/7/2025-From printer. May be heard in committee March 9.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority**AB 467****(Fong D) Open meetings: teleconferences: neighborhood councils.****Current Text:** Amended: 4/21/2025 [html](#) [pdf](#)**Current Analysis:** 04/23/2025 [Assembly Floor Analysis \(text 4/21/2025\)](#)**Introduced:** 2/6/2025**Status:** 4/22/2025-Read second time. Ordered to third reading.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes 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, 2030.

Priority**AB 488****(Tangipa R) Insurance: the California FAIR Plan Association.****Current Text:** Introduced: 2/10/2025 [html](#) [pdf](#)**Introduced:** 2/10/2025**Status:** 2/24/2025-Referred to Com. on INS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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 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.

Priority**AB 505****(Castillo R) Multifamily Housing Program: Homekey: report.****Current Text:** Introduced: 2/10/2025 [html](#) [pdf](#)**Introduced:** 2/10/2025**Status:** 2/24/2025-Referred to Com. on H. & C.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

AB 507

(Haney D) Adaptive reuse: streamlining: incentives.

Current Text: Introduced: 2/10/2025 [html](#) [pdf](#)

Current Analysis: 04/29/2025 [Assembly Local Government](#) (text 2/10/2025)

Introduced: 2/10/2025

Status: 5/1/2025-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 30). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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 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.

Priority

AB 520

(Castillo R) Homelessness and mental health: state funding information.

Current Text: Introduced: 2/10/2025 [html](#) [pdf](#)

Introduced: 2/10/2025

Status: 4/24/2025-Assembly Rule 56 suspended. (Pending re-refer to Com. on HUM. S.)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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 received the funds and the department or agency that administers the program.

Priority

AB 541

(DeMaio R) California Public Records Act Ombudsperson.

Current Text: Amended: 3/28/2025 [html](#) [pdf](#)

Current Analysis: 04/21/2025 [Assembly Appropriations](#) (text 3/28/2025)

Introduced: 2/11/2025

Status: 4/23/2025-In committee: Set, first hearing. Referred to suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would, until January 1, 2029, and subject to appropriation, establish the Office of the California Public Records Act Ombudsperson. The bill would require the Governor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would require the ombudsperson to create a process through which a person whose information is contained in a record being reviewed may intervene to assert their privacy and confidentiality rights, and would otherwise require the ombudsperson to maintain the privacy and confidentiality of records, as provided. The bill would require the ombudsperson to report to the Legislature, on or before March 31, 2027, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year.

Priority

AB 555

(Jackson D) Air resources: regulatory impacts: transportation fuel costs.

Current Text: Introduced: 2/12/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Assembly Natural Resources](#) (text 2/12/2025)

Introduced: 2/12/2025

Status: 4/29/2025-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (April 28). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

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.

Priority

AB 567

(DeMaio R) Insurance: residential and commercial.

Current Text: Amended: 3/10/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Assembly Revenue And Taxation](#) (text 3/10/2025)

Introduced: 2/12/2025

Status: 4/28/2025-In committee: Set, second hearing. Held under submission.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: Current law divides insurance into classes, including, among others, life insurance, fire insurance, and marine insurance. Under current law, an insurer is entitled to payment of the premium as soon as the subject matter insured is exposed to the peril insured against. This bill would require, upon an appropriation, the state to pay for any annual increase in residential property insurance rates that is above either an annual increase of 7% or the annual national average increase in residential insurance premiums, whichever is lower. The bill would require, by March 31, 2026, the Department of Insurance, in consultation with insurers in the insurance industry, to provide a report to the Legislature on, among other things, how to slash regulations on the insurance market to achieve efficiencies to keep residential property insurance rates at or below the annual national average increase in residential insurance premiums.

Priority

AB 590

(Lee D) Social Housing Bond Act of 2026.

Current Text: Introduced: 2/12/2025 [html](#) [pdf](#)

Introduced: 2/12/2025

Status: 3/3/2025-Referred to Com. on H. & C.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

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.

Priority

1

AB 609

(Wicks D) California Environmental Quality Act: exemption: housing development projects.

Current Text: Amended: 4/24/2025 [html](#) [pdf](#)

Current Analysis: 04/28/2025 [Assembly Housing And Community Development](#) (text 4/24/2025)

Introduced: 2/13/2025

Status: 5/1/2025-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 30).

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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 various projects, including, but not limited to, housing projects that meet certain requirements. This bill would exempt from the requirements of CEQA a housing development project, as defined, that meets certain conditions. The bill would require a local government, as a condition of approval for the development, to require the development proponent to complete a phase I environmental assessment, as provided. Because a lead agency would be required to determine whether a housing development project qualifies for this exemption, the bill would impose a state-mandated local program.

Priority

1

AB 612

(Rogers D) Transportation: Highway Design Manual: emergency response times.

Current Text: Introduced: 2/13/2025 [html](#) [pdf](#)

Current Analysis: 04/28/2025 [Assembly Appropriations](#) (text 2/13/2025)

Introduced: 2/13/2025

Status: 4/30/2025-In committee: Set, first hearing. Referred to suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

AB 657

(Alvarez D) Department of Transportation: state highways.

Current Text: Introduced: 2/14/2025 [html](#) [pdf](#)

Introduced: 2/14/2025

Status: 2/15/2025-From printer. May be heard in committee March 17.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

SPOT

AB 670

(Quirk-Silva D) Planning and zoning: housing element: converted affordable housing units.

Current Text: Amended: 3/28/2025 [html](#) [pdf](#)

Current Analysis: 04/28/2025 [Assembly Appropriations \(text 3/28/2025\)](#)

Introduced: 2/14/2025

Status: 4/30/2025-In committee: Set, first hearing. Referred to suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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, existing 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.

Priority

AB 698

(Wicks D) Local taxation: real property transfers.

Current Text: Amended: 3/28/2025 [html](#) [pdf](#)

Current Analysis: 04/29/2025 [Assembly Local Government \(text 3/28/2025\)](#)

Introduced: 2/14/2025

Status: 5/1/2025-From committee: Amend, and do pass as amended. (Ayes 10. Noes 0.) (April 30).

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current statutory law, enacted by Proposition 62, as approved by the voters at the November 4, 1986, statewide general election, prohibits a local government or district from imposing any transaction tax or sales tax on the sale of real property within the city, county, or district, except as provided. The California Constitution authorizes cities organized under a charter to make and enforce all ordinances and regulations in respect to municipal affairs, which supersede inconsistent general laws. The Documentary Transfer Tax Act authorizes the imposition of a tax by a county or city, as provided, with respect to specified instruments that transfer specified interests in real property. This bill would require a legislative body of a city, as specified, before it adopts any transaction or sales tax on the sale of real property, to develop and post on its internet website an analysis that examines, at a minimum, the effect of the proposed transfer tax on, among other things, the production of affordable housing, including affordable housing produced by market-rate housing projects.

Priority

AB 712

(Wicks D) Housing reform laws: enforcement actions: fines and penalties.

Current Text: Amended: 4/10/2025 [html](#) [pdf](#)

Current Analysis: 05/02/2025 [Assembly Floor Analysis \(text 4/10/2025\)](#)

Introduced: 2/14/2025

Status: 5/1/2025-Read second time. Ordered to third reading.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law within the Planning and Zoning Law describes various reforms and incentives enacted by the Legislature to facilitate and expedite the construction of affordable housing. Existing law within the Planning and Zoning Law, in certain civil actions or proceedings against a public entity that has issued specified approvals for a housing development, authorizes a court to award all reasonably incurred costs of suit to a prevailing public entity or nonprofit housing corporation that is a real party in interest and the permit applicant of the low- or moderate-income housing if the court makes specified findings. This bill, where the applicant for a housing development is a prevailing party in an action brought by the applicant to enforce a housing reform law against a public agency, would entitle an applicant for a housing development project to reasonable attorney's fees and costs and would require a court to impose fines on a local agency, as specified. The bill would prohibit a public agency from requiring the applicant to indemnify, defend, or hold harmless the public agency in any action alleging the public agency violated the applicant's rights or deprived the applicant of the benefits or protection provide by a housing reform law.

Priority

AB 716

(Carrillo D) Fire safety standards: hydrogen facilities.

Current Text: Amended: 4/21/2025 [html](#) [pdf](#)

Current Analysis: 04/29/2025 [Assembly Committee On Utilities And Energy \(text 4/21/2025\)](#)

Introduced: 2/14/2025

3.b

Status: 5/1/2025-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 18. Noes 0.) (April 30). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the State Fire Marshal to adopt the National Fire Protection Association Hydrogen Technologies Code (NFPA 2) as the statewide fire safety standards and guidelines for hydrogen production, storage, and distribution facilities. The bill would authorize local governments, in consultation with the State Fire Marshal, to adopt more stringent fire safety standards than the statewide fire safety standards, based on unique local hazards and risks. The bill would require the State Fire Marshal to appoint a hydrogen fire expert, with specified duties. The bill would require the State Fire Marshal to provide ongoing training to local fire departments and building inspectors, as specified.

Priority

[AB 726](#)

(Ávila Farías D) Planning and zoning: annual report: rehabilitated units.

Current Text: Introduced: 2/18/2025 [html](#) [pdf](#)

Current Analysis: 04/28/2025 [Assembly Appropriations](#) (text 2/18/2025)

Introduced: 2/18/2025

Status: 4/30/2025-In committee: Set, first hearing. Referred to suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

[AB 735](#)

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

Current Text: Amended: 4/24/2025 [html](#) [pdf](#)

Current Analysis: 04/29/2025 [Assembly Local Government](#) (text 4/24/2025)

Introduced: 2/18/2025

Status: 5/1/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 30). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

1

(Wicks D) The Affordable Housing Bond Act of 2026.**Current Text:** Amended: 4/10/2025 [html](#) [pdf](#)**Current Analysis:** 04/28/2025 [Assembly Appropriations](#) (text 4/10/2025)**Introduced:** 2/18/2025**Status:** 4/30/2025-In committee: Set, first hearing. Referred to suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

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.

Priority

1

AB 778**(Chen R) Local Agency Public Construction Act: internet website posting.****Current Text:** Introduced: 2/18/2025 [html](#) [pdf](#)**Introduced:** 2/18/2025**Status:** 3/3/2025-Referred to Com. on L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: The Local Agency Public Construction Act sets forth the requirements for the payment of construction projects by local agencies. The State Contract Act imposes specified requirements on state agencies regarding payment of construction contracts, including requiring, within 10 days of making a construction contract payment, a state agency that maintains an internet website to post on its internet website the project for which the payment was made, the name of the construction contractor or company paid, the date the payment was made or the date the state agency transmitted instructions to the Controller or other payer to make the payment, the payment application number or other identifying information, and the amount of the payment. Current law exempts from these provisions, among other things, construction contracts valued below \$25,000. This bill would require a local agency that maintains an internet website to post on its internet website the information described above. The bill would exempt from these provisions construction contracts valued below \$25,000.

Priority**AB 782****(Quirk-Silva D) Subdivision Map Act: security.****Current Text:** Amended: 3/24/2025 [html](#) [pdf](#)**Current Analysis:** 04/29/2025 [Assembly Local Government](#) (text 3/24/2025)**Introduced:** 2/18/2025**Status:** 5/1/2025-From committee: Amend, and do pass as amended. (Ayes 10. Noes 0.) (April 30).

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification of those maps. The act requires prescribed security from a developer if the act or a local ordinance authorizes or requires the furnishing of security in connection with the performance of any act or agreement. This bill would prohibit a local agency from requiring the furnishing of security in connection with the performance of any act or agreement related to an improvement that will be privately owned and maintained, and from conditioning the subdivision or any approval necessary for the development or construction of the project as a whole on the furnishing of that security related to an improvement that will be privately owned and maintained.

Priority**AB 790****(Ávila Farías D) Homelessness: single women with children.****Current Text:** Amended: 4/23/2025 [html](#) [pdf](#)**Current Analysis:** 04/30/2025 [Assembly Human Services](#) (text 4/23/2025)**Introduced:** 2/18/2025**Status:** 5/1/2025-From committee: Amend, and do pass as amended. (Ayes 7. Noes 0.) (May 1).

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
								Conc.			
1st House				2nd House							

Summary: Current law requires cities, counties, and continuums of care receiving state funding to

address homelessness on or after January 1, 2024, to include families, people fleeing or attempting to flee domestic violence, and unaccompanied women within the vulnerable populations for whom specific system supports are developed to maintain homeless services and housing delivery. This bill would clarify that families, as described above, include single women with children.

Priority

AB 854

(Petrie-Norris D) California Environmental Quality Act: exemptions.

Current Text: Amended: 4/22/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Assembly Natural Resources](#) (text 4/22/2025)

Introduced: 2/19/2025

Status: 4/28/2025-In committee: Set, first hearing. Hearing canceled at the request of author.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

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 exempt from CEQA projects that consist of the inspection, maintenance, repair, restoration, reconditioning, reconductoring with advanced conductors, replacement, or removal of a transmission wire or cable used to conduct electricity or other piece of equipment that is directly attached to the wire or cable and that meet certain requirements. If a lead agency determines that a project is exempt from CEQA pursuant to the above provision, the bill would require the lead agency to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk in each county in which the project is located, as provided. By increasing the duties of a lead agency, the bill would impose a state mandated local program.

Priority

AB 861

(Solache D) Community colleges: students: public transportation: Los Angeles Community College District.

Current Text: Amended: 4/24/2025 [html](#) [pdf](#)

Current Analysis: 04/21/2025 [Assembly Higher Education](#) (text 2/19/2025)

Introduced: 2/19/2025

Status: 4/28/2025-Re-referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Current law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, as one of the segments of public postsecondary education in this state. Current law creates the Los Angeles County Metropolitan Transportation Authority ("LA Metro") with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. This bill would (1) require the Los Angeles Community College District to annually enter into a memorandum of understanding with LA Metro for purposes of providing GoPass TAP cards to participating students enrolled at a campus of the community college district, as specified, and (2) establish a student ambassador program within LA Metro where students assist with security, rider assistance, and facility upkeep on LA Metro rail and bus lines serving campuses of the Los Angeles Community College District. The bill would require the Los Angeles Community College District to submit an annual report to the Department of Finance and the budget committees of the Assembly and Senate that includes specified information about the transit pass program and the student ambassador program.

Priority

AB 891

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

Current Text: Introduced: 2/19/2025 [html](#) [pdf](#)

Current Analysis: 04/04/2025 [Assembly Transportation](#) (text 2/19/2025)

Introduced: 2/19/2025

Status: 4/8/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 4.) (April 7). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

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 a commit to funding a minimum of 6 quick-build projects statewide.

3.b

Priority

AB 902

(Schultz D) Transportation planning and programming: barriers to wildlife movement.

Current Text: Amended: 4/23/2025 [html](#) [pdf](#)

Current Analysis: 04/18/2025 [Assembly Transportation \(text 4/10/2025\)](#)

Introduced: 2/19/2025

Status: 4/24/2025-Re-referred to Com. on L. GOV. Re-referred to Com. on APPR. pursuant to Assembly Rule 96.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Transportation Wildlife Connectivity Remediation Program, which is administered by the Department of Transportation (Caltrans), in consultation with the Department of Fish and Wildlife (DFW), for the purposes of improving wildlife connectivity across transportation systems in connectivity areas, as defined. As part of the program, current law requires Caltrans to develop a program of projects that support the remediation and improvement of wildlife connectivity across transportation systems, as provided. Current law authorizes Caltrans to receive compensatory mitigation credits for the implementation of a project in the program of projects if DFW concurs with the creation of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area as specified.

Priority

1

AB 906

(González, Mark D) Planning and zoning: housing elements: affirmatively furthering fair housing.

Current Text: Amended: 4/21/2025 [html](#) [pdf](#)

Current Analysis: 04/29/2025 [Assembly Local Government \(text 4/21/2025\)](#)

Introduced: 2/19/2025

Status: 5/1/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 30). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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). This bill would remove the requirement on cities and counties to include the 2nd analysis in their housing elements.

Priority

AB 915

(Petrie-Norris D) Clean Energy Reliability Investment Plan: clean energy project siting and permitting.

Current Text: Amended: 4/22/2025 [html](#) [pdf](#)

Current Analysis: 04/29/2025 [Assembly Committee On Utilities And Energy \(text 4/22/2025\)](#)

Introduced: 2/19/2025

Status: 5/1/2025-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 18. Noes 0.) (April 30). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires, upon appropriation by the Legislature, certain amounts of money to be available for specified fiscal years to support a Clean Energy Reliability Investment Plan developed by the State Energy Resources Conservation and Development Commission (Energy Commission), as specified. This bill would state the intent of the Legislature to enact subsequent legislation to appropriate \$900,000,000 from the General Fund to the Energy 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.

Priority

Attachment: SBCTA Bill Report - May 2025 (11069 : State Legislative Update)

Current Text: Amended: 4/24/2025 [html](#) [pdf](#)**Current Analysis:** 04/28/2025 [Assembly Housing And Community Development \(text 4/24/2025\)](#)**Introduced:** 2/19/2025**Status:** 4/30/2025-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 10. Noes 0.) (April 30). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Permit Streamlining Act requires a public agency that is the lead agency for a development project to approve or disapprove that project within specified time periods. Current law requires a city or county that has an internet website to, among other things, make a fee estimate tool that the public can use to calculate an estimate of fees and exactions for a proposed housing development project available on its internet website. This bill would require a city or county with a population of 150,000 or more persons that has an internet website to make a centralized application portal available on its internet website to applicants for housing development projects, as prescribed. The bill would, notwithstanding that provision, authorize a city or county described above to make a centralized application portal available on its internet website no later than January 1, 2030, if the legislative body of the city or county, on or before January 1, 2028, takes certain action, including initiating a procurement process to make a centralized application portal available on its internet website. The bill would require the centralized application portal to allow for tracking of the status of an application.

Priority**(Schultz D) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.****Current Text:** Introduced: 2/19/2025 [html](#) [pdf](#)**Introduced:** 2/19/2025**Status:** 3/10/2025-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

1

(Bennett D) State transportation improvement program: bicycle highway pilot program.**Current Text:** Introduced: 2/20/2025 [html](#) [pdf](#)**Current Analysis:** 04/04/2025 [Assembly Transportation \(text 2/20/2025\)](#)**Introduced:** 2/20/2025**Status:** 4/9/2025-Introduced measure version corrected.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

1

(Quirk-Silva D) Accessory dwelling units: ministerial approval: single-family dwellings.**Current Text:** Amended: 3/17/2025 [html](#) [pdf](#)

Introduced: 2/20/2025

Status: 5/1/2025-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 30). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Planning and Zoning Law provided for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned for single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Current law requires a local agency to ministerially approve building permit applications within a residential or mixed-use zone to create, among others, one detached, new construction, accessory dwelling unit that does not exceed 4-foot side and rear yard setbacks for a lot with a proposed or existing single-family dwelling, as specified. This bill would increase the number of detached, new construction, accessory dwelling units that a local agency is required to ministerially approve on lots with a proposed or existing single-family dwelling, as described above, to 2.

Priority**[AB 975](#)****([Gallagher R](#)) Lake and streambed alteration agreements: exemptions: culverts and bridges.****Current Text:** Amended: 5/1/2025 [html](#) [pdf](#)**Current Analysis:** 04/25/2025 [Assembly Water, Parks And Wildlife](#) (text 4/21/2025)

Introduced: 2/20/2025

Status: 5/1/2025-Read second time and amended.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law prohibits a person, a state or local governmental agency, or a public utility from substantially diverting or obstructing the natural flow of, or substantially changing or using any material from the bed, channel, or bank of, any river, stream, or lake, or depositing or disposing of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, unless prescribed requirements are met, including written notification to the Department of Fish and Wildlife regarding the activity. Current law requires the department to determine whether the activity may substantially adversely affect an existing fish and wildlife resource and, if so, to provide a draft lake or streambed alteration agreement to the person, agency, or utility. Current law prescribes various requirements for lake and streambed alteration agreements. This bill would, until January 1, 2027, exempt from these provisions projects to repair or reconstruct a bridge 30 feet long or less or a culvert 70 feet long or less within the County of Sutter that has been damaged or destroyed as a result of fire, flood, storm, earthquake, land subsidence, gradual earth movement, or landslide, in, or after, 2021.

Priority**[AB 1010](#)****([Rodriguez, Michelle D](#)) Local government: broadband: traffic control requirements: state standard.****Current Text:** Introduced: 2/20/2025 [html](#) [pdf](#)

Introduced: 2/20/2025

Status: 2/21/2025-From printer. May be heard in committee March 23.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes any municipal corporation to acquire, construct, own, operate, or lease any public utility, and provides that "public utility" for these purposes means to supply the inhabitants of that municipal corporation with specified services, including a means of communication. Current law similarly authorizes a municipal utility district and a public utility district to acquire, construct, own, operate, control, or use works for supplying the inhabitants of the district with specified services, including a means of communication. Current law authorizes a county service area to acquire, construct, improve, maintain, and operate broadband internet access services. This bill would state the intent of the Legislature to enact legislation to implement a state standard of traffic control requirements for local governments during broadband deployment.

Priority**[AB 1014](#)****([Rogers D](#)) Traffic safety: speed limits.****Current Text:** Amended: 4/8/2025 [html](#) [pdf](#)**Current Analysis:** 04/18/2025 [Assembly Transportation](#) (text 4/8/2025)

Introduced: 2/20/2025

Status: 4/22/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 1.) (April

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21). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

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

Priority

AB 1070 (Ward D) Transit districts: governing boards: compensation: nonvoting members.

Current Text: Amended: 4/3/2025 [html](#) [pdf](#)

Current Analysis: 04/21/2025 [Assembly Local Government](#) (text 4/3/2025)

Introduced: 2/20/2025

Status: 4/23/2025-In committee: Set, first hearing. Hearing canceled at the request of author.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Current law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Current law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified. The bill would require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing, among other things, negotiations with labor organizations.

Priority

1

AB 1089 (Carrillo D) Western Joshua Tree Conservation Act: industrial projects and commercial projects.

Current Text: Amended: 3/24/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Assembly Floor Analysis](#) (text 3/24/2025)

Introduced: 2/20/2025

Status: 4/29/2025-In Senate. Read first time. To Com. on RLS. for assignment.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Current law authorizes the Department of Fish and Wildlife to enter into an agreement with any county or city to delegate to the county or city the ability to authorize the taking of a western Joshua tree associated with developing single-family residences, multifamily residences, accessory structures, and public works projects concurrent with its approval of the project if certain conditions are met. Current law authorizes any person or public agency receiving a take authorization for a project to pay specified fees in lieu of satisfying the mitigation obligation on several bases, including if the project receives a permit issued by a county or city. This bill would additionally authorize the department to enter into an agreement with any city to delegate to the city the ability to authorize the taking of western Joshua trees associated with developing commercial and industrial projects. The bill would, relative to other project types subject to delegated local mitigation authority, limit the bases for commercial or industrial projects to pay specified fees in lieu of satisfying the mitigation obligation, as provided.

Priority

1

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

Current Text: Amended: 4/21/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Assembly Transportation](#) (text 4/21/2025)

Introduced: 2/20/2025

Status: 4/29/2025-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (April 28). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Current law provides for the exemption of authorized emergency vehicles from the payment

of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and a public agency identification, such as "Police." This bill would extend the exemption from fees imposed under the Vehicle Code to a vehicle owned by a public or private entity used as an authorized emergency vehicle as defined. The bill would include in the exemption of an authorized emergency vehicle exempt from the payment of a toll or charge a vehicle displaying an exempt license plate and "Ambulance."

Priority

1

AB 1132 (Schiavo D) Department of Transportation: climate change vulnerability assessment: community resilience assessment.

Current Text: Amended: 4/10/2025 [html](#) [pdf](#)

Current Analysis: 04/18/2025 [Assembly Transportation \(text 4/10/2025\)](#)

Introduced: 2/20/2025

Status: 4/22/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 1.) (April 21). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department of Transportation, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, 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.

Priority

AB 1154 (Carrillo D) Accessory dwelling units: junior accessory dwelling units.

Current Text: Introduced: 2/20/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Assembly Floor Analysis \(text 2/20/2025\)](#)

Introduced: 2/20/2025

Status: 4/29/2025-In Senate. Read first time. To Com. on RLS. for assignment.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

AB 1165 (Gipson D) California Housing Justice Act of 2025.

Current Text: Amended: 3/24/2025 [html](#) [pdf](#)

Current Analysis: 04/28/2025 [Assembly Housing And Community Development \(text 3/24/2025\)](#)

Introduced: 2/21/2025

Status: 5/1/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (April 30). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Homeless Housing, Assistance, and Prevention Program administered by the Business, Consumer Services, and Housing Agency for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address homelessness challenges, as specified. Current law also establishes the Department of Housing and Community Development in the agency and makes the department responsible for administering various housing programs throughout the state, including, among others the Multifamily Housing Program, the Housing for a Healthy California Program, and the California Emergency Solutions Grants Program. This bill would enact the California Housing Justice Act of 2025, which would create the California Housing Justice Fund in the General Fund and would require the Legislature to invest an ongoing annual allocation into that fund in an amount needed to solve

homelessness and housing unaffordability, as specified. The bill would require moneys in the fund to be appropriated by the Legislature annually to the department and to be expended by the agency to fund, among other things, the development, acquisition, rehabilitation, and preservation of affordable and supportive housing that is affordable to acutely low, extremely low, very low, and lower income households, as provided.

Priority

AB 1198 (Haney D) Public works: prevailing wages.

Current Text: Introduced: 2/21/2025 [html](#) [pdf](#)

Current Analysis: 04/21/2025 [Assembly Appropriations](#) (text 2/21/2025)

Introduced: 2/21/2025

Status: 4/23/2025-In committee: Set, first hearing. Referred to suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

AB 1206 (Harabedian D) Single-family and multifamily housing units: preapproved plans.

Current Text: Amended: 3/27/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Assembly Floor Analysis](#) (text 3/27/2025)

Introduced: 2/21/2025

Status: 4/24/2025-Read second time. Ordered to third reading.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require each local agency, as defined and by July 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 local agency to either approve or deny an application for a single-family or multifamily residential housing unit, both as defined, within 30 days if the lot meets certain conditions and the application 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. The bill would also provide that its provisions do not prevent a local agency from voluntarily accepting or admitting additional plans at higher densities in additional zoning districts into the preapproved housing plan program, at the local agency's discretion.

Priority

AB 1207 (Irwin D) Climate change: market-based compliance mechanism: price ceiling.

Current Text: Amended: 3/17/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Assembly Natural Resources](#) (text 3/17/2025)

Introduced: 2/21/2025

Status: 4/29/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 28). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources 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. Current law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Current law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023.

Priority

AB 1237 (McKinnor D) Counties of Los Angeles and Santa Clara: sporting events: ticket charge: public transit.

Current Text: Amended: 4/23/2025 [html](#) [pdf](#)

Current Analysis: 04/29/2025 [Assembly Floor Analysis](#) (text 4/23/2025)

Introduced: 2/21/2025

Status: 4/28/2025-Measure version as amended on April 23 corrected.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize Santa Clara Valley Transportation Authority (VTA) to impose a charge of up to \$5 on the purchaser of a ticket from a ticket vendor to a sporting event in the County of Santa Clara held as part of the 2026 FIFA World Cup or the 2026 NCAA Men's or Women's Basketball Championship, as specified. The bill would require VTA to use any revenues collected from the charge to support its transit operations. The bill would require VTA, if it imposes the charge, to allow any person to use its transit services at no charge on the day of one of those sporting events if the person presents a ticket to that sporting event at the location where VTA collects fares for transit services. The bill would require VTA, if it imposes the charge, to prepare and submit a report to the Legislature on or before January 1, 2027, that includes specified information regarding implementation of the bill.

Priority

1

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

Current Text: Amended: 4/23/2025 [html](#) [pdf](#)

Current Analysis: 04/28/2025 [Assembly Housing And Community Development](#) (text 4/23/2025)

Introduced: 2/21/2025

Status: 5/1/2025-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 30). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website.

Priority

AB 1257 (Lackey R) Department of Transportation: state highways.**Current Text:** Introduced: 2/21/2025 [html](#) [pdf](#)**Introduced:** 2/21/2025**Status:** 2/24/2025-Read first time.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Department of Transportation and the California Transportation Commission, and vests with the department the obligation to improve and maintain state highways, including all traversable highways that have been adopted or designated as state highways by the commission. This bill would make a nonsubstantive change to this provision.

Priority**AB 1275 (Elhawary D) Regional housing needs: regional transportation plan.****Current Text:** Amended: 4/24/2025 [html](#) [pdf](#)**Current Analysis:** 04/29/2025 [Assembly Local Government \(text 4/24/2025\)](#)**Introduced:** 2/21/2025**Status:** 5/1/2025-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 10. Noes 0.) (April 30). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority**AB 1343 (Gallagher R) Local alternative transportation improvement program: Feather River crossing.****Current Text:** Amended: 4/21/2025 [html](#) [pdf](#)**Current Analysis:** 04/25/2025 [Assembly Transportation \(text 4/21/2025\)](#)**Introduced:** 2/21/2025**Status:** 4/29/2025-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (April 28). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law generally requires proceeds from the sale of excess state highway property to be made available for other highway purposes. Current law generally requires the California Transportation Commission to program available funding for transportation capital projects, other than state highway rehabilitation projects, through the State Transportation Improvement Program process with available funds subject to various fair share distribution formulas. Current law, in certain cases, requires the commission to instead reallocate funds from canceled state highway projects to a local alternative transportation improvement program within the same county and exempts those funds from the fair share distribution formulas that would otherwise apply. This bill, with respect to planned state transportation facilities over the Feather River in the City of Yuba City and the Counties of Sutter and Yuba, which facilities are no longer planned to be constructed, would authorize the affected local agencies, acting jointly with the transportation planning agency having jurisdiction, to develop and file with the commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the area that was to be served by the planned state facilities.

Priority

AB 1358 (Valencia D) Santa Ana River Conservancy Program: lower Santa Ana River region.**Current Text:** Amended: 3/13/2025 [html](#) [pdf](#)**Current Analysis:** 04/21/2025 [Assembly Appropriations](#) (text 3/13/2025)**Introduced:** 2/21/2025**Status:** 4/23/2025-In committee: Set, first hearing. Referred to suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Santa Ana River Conservancy Program to be administered by the State Coastal Conservancy. Current law authorizes the conservancy to, among other things, undertake or fund projects for several purposes, including to implement site improvements, upgrade deteriorating facilities or construct new facilities for outdoor recreation, public access, nature appreciation and interpretation, and historic and cultural preservation. This bill would require at least 60% of the funds allocated to fund or undertake the above-described projects to be for projects in heavily urbanized areas, as defined, of the lower Santa Ana River region, as defined, to benefit disadvantaged communities, severely disadvantaged communities, or vulnerable populations.

Priority

1

AB 1407 (Wallis R) Planning and Zoning Law: housing elements: rezoning.**Current Text:** Amended: 3/28/2025 [html](#) [pdf](#)**Introduced:** 2/21/2025**Status:** 4/1/2025-Re-referred to Com. on H. & C.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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. 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. Current law requires rezoning, as specified, when an inventory of sites does not identify adequate sites to accommodate the need for groups of specified household income levels. If the local government fails to adopt a housing element that the Department of Housing and Community Development has found to be in substantial compliance with specified law within 120 days of the statutory deadline for adoption of the housing element, existing law requires the local government to complete this rezoning no later than one year from the statutory deadline for adoption of the housing element. This bill would extend the above-described one-year deadline to one year and 6 months.

Priority**AB 1421 (Wilson D) Vehicles: Road Usage Charge Technical Advisory Committee.****Current Text:** Introduced: 2/21/2025 [html](#) [pdf](#)**Introduced:** 2/21/2025**Status:** 3/13/2025-Referred to Com. on TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035.

Priority

1

AB 1491 (Ta R) Transportation: road safety.**Current Text:** Introduced: 2/21/2025 [html](#) [pdf](#)**Introduced:** 2/21/2025**Status:** 2/24/2025-Read first time.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Existing law requires the Department of Transportation to improve and maintain the state's

highways, and establishes various programs to fund the development, construction, and repair of roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation to improve safety on the roads in the state.

Priority
SPOT

ACA 12

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

Current Text: Introduced: 3/26/2025 [html](#) [pdf](#)

Introduced: 3/26/2025

Status: 3/27/2025-From printer. May be heard in committee April 26.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

SB 2

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

Current Text: Amended: 3/12/2025 [html](#) [pdf](#)

Current Analysis: 03/18/2025 [Senate Environmental Quality \(text 3/12/2025\)](#)

Introduced: 12/2/2024

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

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

SB 5

(Cabaldon D) Enhanced infrastructure financing districts and community revitalization and investment areas: allocation of taxes: agricultural land exclusion.

Current Text: Amended: 4/24/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Senate Floor Analyses \(text 4/24/2025\)](#)

Introduced: 12/2/2024

Status: 4/24/2025-Read second time and amended. Ordered to third reading.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Land Conservation Act of 1965, otherwise known as the Williamson Act, authorizes a landowner of specified agricultural land to petition the city or county to cancel a 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. Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as the public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law requires the public financing authority to prepare and adopt a proposed infrastructure financing plan, as specified. Current law authorizes the plan to require a certain portion of specified taxes levied upon property within the district to be allocated to the district each year, as specified. Current law authorizes certain local agencies to form a Community Revitalization and Investment Authority within a community revitalization and investment area to carry out a community revitalization plan in that area for specified purposes. Current law authorizes the plan to require a certain portion of specified taxes

levied upon property within the area to be allocated to the authority to finance improvements specified. 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 allocations to the district or authority, as applicable.

Priority

SB 9

(Arreguín D) Accessory Dwelling Units: owner-occupant requirements.

Current Text: Amended: 4/28/2025 [html](#) [pdf](#)

Current Analysis: 05/02/2025 [Senate Local Government](#) (text 4/28/2025)

Introduced: 12/2/2024

Status: 4/28/2025-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Planning and Zoning 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.

Priority

SB 16

(Blakespear D) Homeless Housing, Assistance, and Prevention program: housing element: unsheltered and chronic homelessness: assessment and financing plan.

Current Text: Amended: 4/24/2025 [html](#) [pdf](#)

Current Analysis: 04/17/2025 [Senate Housing](#) (text 3/25/2025)

Introduced: 12/2/2024

Status: 5/2/2025-Set for hearing May 12.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Planning and Zoning Law requires a housing element to 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. Current law requires the housing element to include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to meeting these needs. Current law establishes the Homeless Housing, Assistance, and Prevention program (HHAP) for the purpose of providing jurisdictions with grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified.(3)The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

Priority

SB 21

(Durazo D) Single-room occupancy units: demolition and replacement: housing assistance programs: eligibility for homeless individuals and families.

Current Text: Amended: 5/1/2025 [html](#) [pdf](#)

Current Analysis: 04/24/2025 [Senate Housing](#) (text 3/26/2025)

Introduced: 12/2/2024

Status: 5/2/2025-Set for hearing May 12.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Housing Crisis Act of 2019, among other things, prohibits an affected city or an affected county, as defined, from approving a housing development project that will require the demolition of occupied or vacant protected units, as defined, or that is located on a site where protected units were demolished in the previous 5 years unless specified requirements are met. Among these requirements current law requires that the project replace all existing protected units and protected units demolished on or after January 1, 2020, and, if the project is a housing development project, as defined, it will include at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the last 5 years. This bill, notwithstanding the above-described requirements, in the case of rehabilitation or replacement of an existing single-room

occupancy building that meets prescribed criteria, would permit an affected city or an affected to reduce the number of replacement units required if the project meets specified requirements, including, among others, that the reduction in replacement units is necessary to accommodate the conversion of single-room occupancy units, as provided, and that the converted units will be rental units with affordable rents, as specified.

Priority

SB 30

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

Current Text: Amended: 3/26/2025 [html](#) [pdf](#)

Current Analysis: 04/28/2025 [Senate Environmental Quality](#) (text 3/26/2025)

Introduced: 12/2/2024

Status: 5/1/2025-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 30).

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment.

Priority

1

SB 63

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

Current Text: Amended: 4/29/2025 [html](#) [pdf](#)

Current Analysis: 04/22/2025 [Senate Revenue And Taxation](#) (text 3/25/2025)

Introduced: 1/9/2025

Status: 5/2/2025-Set for hearing May 12.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified vote initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election.

Priority

SB 65

(Wiener D) Budget Act of 2025.

Current Text: Introduced: 1/10/2025 [html](#) [pdf](#)

Introduced: 1/10/2025

Status: 1/13/2025-Read first time.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would make appropriations for the support of state government for the 2025–26 fiscal year.

Priority

SB 71

(Wiener D) California Environmental Quality Act: exemptions: transit projects.

Current Text: Amended: 3/25/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Senate Appropriations](#) (text 3/25/2025)

Introduced: 1/14/2025

Status: 4/28/2025-April 28 hearing: Placed on APPR. suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Environmental Quality Act (CEQA) until January 1, 2030, exempts from its

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

Priority

1

SB 73

(Cervantes D) California Environmental Quality Act: exemptions.

Current Text: Introduced: 1/15/2025 [html](#) [pdf](#)

Introduced: 1/15/2025

Status: 3/13/2025-March 19 set for second hearing canceled at the request of author.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

SB 74

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

Current Text: Amended: 4/7/2025 [html](#) [pdf](#)

Current Analysis: 04/18/2025 [Senate Appropriations](#) (text 4/7/2025)

Introduced: 1/15/2025

Status: 4/21/2025-April 21 hearing: Placed on APPR. suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

SB 78

(Sevarto R) Department of Transportation: report: state highway system: safety enhancements.

Current Text: Amended: 4/2/2025 [html](#) [pdf](#)

Current Analysis: 04/18/2025 [Senate Appropriations](#) (text 4/2/2025)

Introduced: 1/15/2025

Status: 4/21/2025-April 21 hearing: Placed on APPR. suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

3.b

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

Priority

SB 79

(Wiener D) Local government land: public transit use: housing development: transit-oriented development.

Current Text: Amended: 4/23/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Senate Local Government](#) (text 4/23/2025)

Introduced: 1/15/2025

Status: 5/2/2025-Set for hearing May 12.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "surplus land" for these purposes to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action declaring that the land is surplus and is not necessary for the agency's use. Current law defines "agency's use" for these purposes to include land that is being used for agency work or operations, as provided. Current law exempts from this definition of "agency's use" certain commercial or industrial uses, except that in the case of a local agency that is a district, except a local agency whose primary purpose or mission is to supply the public with a transportation system, "agency's use" may include commercial or industrial uses or activities, as specified. This bill would additionally include land leased to support public transit operations in the definition of "agency's use," as described above.

Priority

1

SB 90

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

Current Text: Amended: 3/12/2025 [html](#) [pdf](#)

Current Analysis: 05/02/2025 [Senate Appropriations](#) (text 3/12/2025)

Introduced: 1/22/2025

Status: 4/25/2025-Set for hearing May 5.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, approved by the voters as Proposition 4 at the November 5, 2024, statewide general election, authorized the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart, sustainable, and resilient farms, ranches, and working lands, park creation and outdoor access, and clean air programs. The act 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, 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 provide 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.

Priority

SB 92

(Blakespear D) Housing development: density bonuses: mixed-use developments.

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Packet Pg. 53

Attachment: SBCTA Bill Report - May 2025 (11069 : State Legislative Update)

Current Text: Amended: 3/10/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Senate Local Government](#) (text 3/10/2025)

Introduced: 1/22/2025

Status: 5/1/2025-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 30).

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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 define "mixed-used developments" to mean mixed-used developments consisting of residential and nonresidential uses that meet specified conditions.

Priority

[SB 94](#)

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

Current Text: Amended: 3/26/2025 [html](#) [pdf](#)

Current Analysis: 04/21/2025 [Senate Revenue And Taxation](#) (text 3/26/2025)

Introduced: 1/23/2025

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

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Global Warming Solutions Act of 2006 authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes, as specified. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026-27 fiscal year, and until December 31, 2030, would require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the Motor Vehicle Fuel Account.

Priority

[SB 220](#)

(Allen D) Los Angeles County Metropolitan Transportation Authority.

Current Text: Amended: 4/9/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Senate Transportation](#) (text 4/9/2025)

Introduced: 1/23/2025

Status: 4/28/2025-April 28 hearing: Heard for testimony only.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors which is consisting of 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. Beginning January 1, 2029, this bill would expand the board of directors to 18 members by adding the county executive of the County of Los Angeles and 3 public members appointed by the county executive.

Priority

[SB 222](#)

(Wiener D) Climate disasters: civil actions.

Current Text: Amended: 3/28/2025 [html](#) [pdf](#)

Current Analysis: 04/04/2025 [Senate Judiciary](#) (text 3/28/2025)

Introduced: 1/27/2025

Status: 4/8/2025-April 8 set for first hearing. Failed passage in committee. (Ayes 5. Noes 2.)
Reconsideration granted.

3.b

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

SB 231

(Seyarto R) California Environmental Quality Act: the Office of Land Use and Climate Innovation technical advisory.

Current Text: Amended: 3/20/2025 [html](#) [pdf](#)

Current Analysis: 04/04/2025 [Senate Appropriations](#) (text 3/20/2025)

Introduced: 1/28/2025

Status: 4/7/2025-April 7 hearing: Placed on APPR. suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Under current law, the recommendation, continuous evaluation, and execution of statewide environmental goals, policies, and plans are included within the scope of the executive functions of the Governor. Current law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. This bill would require, on or before July 1, 2027, the Office of Land Use and Climate Innovation to consult with regional, local, state, and federal agencies to develop a technical advisory on thresholds of significance for greenhouse gas and noise pollution effects on the environment to assist local agencies. The bill would require the technical advisory to provide suggested thresholds of significance for all areas of the state, as specified, and would provide that lead agencies may elect to adopt these suggested thresholds of significance. The bill would also require the Office of Land Use and Climate Innovation to post the technical advisory on its internet website.

Priority

SB 233

(Seyarto R) Regional housing need: determination: consultation with councils of governments.

Current Text: Amended: 3/3/2025 [html](#) [pdf](#)

Current Analysis: 04/09/2025 [Senate Floor Analyses](#) (text 3/3/2025)

Introduced: 1/28/2025

Status: 4/10/2025-Read third time. Passed. (Ayes 35. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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, which includes, among other mandatory elements, a housing element. Current law requires, for the 4th and subsequent revisions to 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.

Priority

Attachment: SBCTA Bill Report - May 2025 (11069 : State Legislative Update)

SB 239**(Arreguin D) Open meetings: teleconferencing: subsidiary body.****Current Text:** Amended: 4/7/2025 [html](#) [pdf](#)**Current Analysis:** 05/02/2025 [Senate Judiciary](#) (text 4/7/2025)**Introduced:** 1/30/2025**Status:** 4/8/2025-Set for hearing May 6.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority**SB 247****(Smallwood-Cuevas D) State agency contracts: bid preference: equity metrics.****Current Text:** Amended: 4/21/2025 [html](#) [pdf](#)**Current Analysis:** 04/21/2025 [Senate Governmental Organization](#) (text)**Introduced:** 1/30/2025**Status:** 5/2/2025-Set for hearing May 12.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes bid preferences and participation goals in public contracting for certain types of bidders. The Small Business Procurement and Contract Act establishes a minimum goal of 25% procurement participation for small businesses, including microbusinesses, in the provision of goods, information technology, and services to the state, and in the construction of state facilities. The Small Business Procurement and Contract Act requires that state agencies awarding contracts for goods, information technology, services, and construction give 5% bid preferences, as specified, to small business and microbusiness bidders. The California Disabled Veteran Business Enterprise Program requires state departments that award contracts to establish 3% participation goals for certain types of contracts for certified disabled veteran business enterprises, as defined. This bill would require an awarding department, defined to include a state agency or department, to provide a bid preference of a prescribed percentage, as specified, in the award of contracts to contractors that set equity metrics. The bill would prohibit awarding a preference to a noncompliant bidder and would also prohibit the preference from being used to achieve any applicable minimum requirements.

Priority**SB 262****(Wahab D) Housing element: prohousing designations: prohousing local policies.****Current Text:** Amended: 3/19/2025 [html](#) [pdf](#)**Current Analysis:** 04/09/2025 [Senate Floor Analyses](#) (text 3/19/2025)**Introduced:** 2/3/2025**Status:** 4/8/2025-Read second time. Ordered to third reading.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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. The Department of Housing and Community Development is required 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 subs compliance with specified provisions be awarded additional points or preference in the scoring of applications for specified state programs. Current law defines "prohousing local policies" for these purposes and specifies a nonexhaustive list of examples of those policies, including local financial incentives for housing and adoption of zoning allowing for use by right for residential and mixed-use development. This bill would include in the definition of "prohousing local policies" policies that keep people housed, and would specify additional examples of prohousing local policies under the above-described provisions.

Priority

SB 274 (Cervantes D) Automated license plate recognition systems.

Current Text: Amended: 5/1/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Senate Public Safety](#) (text 4/10/2025)

Introduced: 2/4/2025

Status: 5/1/2025-Read second time and amended. Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law prohibits the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Current law defines ALPR information as information or data collected through the use of an ALPR system. This bill would prohibit a public agency from retaining ALPR information for more than 30 days after the date of collection if it does not match information on a hot list, as defined.

Priority

SB 285 (Becker D) Net zero greenhouse gas emissions goal: carbon dioxide removal: regulations.

Current Text: Amended: 3/25/2025 [html](#) [pdf](#)

Current Analysis: 04/18/2025 [Senate Appropriations](#) (text 3/25/2025)

Introduced: 2/5/2025

Status: 4/21/2025-April 21 hearing: Placed on APPR. suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources 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 10 years. Current law requires the state board, as part of its scoping plan, to establish specified carbon dioxide removal targets for 2030 and beyond. Current law, the California Climate Crisis Act, declares the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would, for the purpose of meeting, or tracking progress against, any state requirement to achieve net zero emissions of greenhouse gases, authorize only qualified carbon dioxide removal, as defined, to be used to counterbalance 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.

Priority

SB 299 (Cabaldon D) Local government: ordinances.

Current Text: Introduced: 2/10/2025 [html](#) [pdf](#)

Current Analysis: 04/30/2025 [Senate Environmental Quality](#) (text 2/10/2025)

Introduced: 2/10/2025

Status: 4/30/2025-VOTE: Do pass as amended (PASS)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

SB 358

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

Current Text: Amended: 5/1/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Senate Local Government](#) (text 2/12/2025)

Introduced: 2/12/2025

Status: 5/1/2025-Read second time and amended. Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

SB 359

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

Current Text: Amended: 4/8/2025 [html](#) [pdf](#)

Introduced: 2/13/2025

Status: 4/8/2025-From committee with author's amendments. Read second time and amended. Re-referred to Com. on REV. & TAX.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

SB 360

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

Current Text: Introduced: 2/13/2025 [html](#) [pdf](#)

Current Analysis: 04/04/2025 [Senate Appropriations](#) (text 2/13/2025)

Introduced: 2/13/2025

Status: 4/7/2025-April 7 hearing: Placed on APPR. suspense file.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

SB 410**(Grayson D) Common interest developments: disclosures to prospective purchasers: exterior elevated elements inspection.****Current Text:** Amended: 3/20/2025 [html](#) [pdf](#)**Current Analysis:** 05/02/2025 [Senate Judiciary](#) (text 3/20/2025)**Introduced:** 2/14/2025**Status:** 4/23/2025-From committee: Do pass and re-refer to Com. on JUD. with recommendation: To consent calendar. (Ayes 11. Noes 0.) (April 22). Re-referred to Com. on JUD.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Under the Davis-Stirling Common Interest Development Act, current law requires the board of an association of a condominium project to cause a visual inspection to be conducted, at least every 9 years, of the exterior elevated elements for which the association has maintenance or repair responsibility. Current law requires the owner of a separate interest, as defined, to provide specified documents to a prospective purchaser, as provided, and an association, as defined, to provide to the owner of a separate interest, upon request, those specified documents. Current law requires an association to distinguish and bill separately any fee charged for providing those specified documents to a separate interest owner and provides a form for billing disclosures, as provided. This bill would include in the list of documents that a separate interest owner is required to provide to a prospective purchaser the result of an inspection of any exterior elevated elements, as provided, and would modify the above-described form to reflect this requirement.

Priority**SB 415****(Reyes D) Planning and zoning: logistics use: truck routes.****Current Text:** Amended: 4/24/2025 [html](#) [pdf](#)**Current Analysis:** 04/28/2025 [Senate Local Government](#) (text 4/24/2025)**Introduced:** 2/14/2025**Status:** 5/2/2025-Set for hearing May 12.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

1

SB 417**(Cabaldon D) The Affordable Housing Bond Act of 2026.****Current Text:** Introduced: 2/18/2025 [html](#) [pdf](#)**Introduced:** 2/18/2025**Status:** 2/19/2025-From printer. May be acted upon on or after March 21.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

[SB 419](#)**(Caballero D) Hydrogen fuel.****Current Text:** Introduced: 2/18/2025 [html](#) [pdf](#)**Introduced:** 2/18/2025**Status:** 3/18/2025-Set for hearing May 14.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

[SB 424](#)**(Grove R) California Environmental Quality Act: expired regional habitat conservation plan: exemption.****Current Text:** Amended: 3/25/2025 [html](#) [pdf](#)**Introduced:** 2/18/2025**Status:** 4/16/2025-April 23 set for first hearing canceled at the request of author.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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 exempt from the requirements of CEQA a project developed solely to serve an urgent public health or housing need as specified, that is within the boundaries of an expired regional habitat conservation plan, and that had an environmental review completed consistent with the requirements of the regional habitat conservation plan as the plan existed before the plan's expiration. Because the bill would require a lead agency to determine the applicability of this exemption, the bill would impose a state-mandated local program.

Priority

[SB 445](#)**(Wiener D) Transportation: planning: complete streets facilities: sustainable transportation projects.****Current Text:** Amended: 4/10/2025 [html](#) [pdf](#)**Current Analysis:** 04/18/2025 [Senate Transportation \(text 4/10/2025\)](#)**Introduced:** 2/18/2025**Status:** 4/25/2025-Set for hearing May 5.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

[SB 448](#)**(Umberg D) Trespassing: removal of trespassers on residential property.****Current Text:** Amended: 4/9/2025 [html](#) [pdf](#)**Current Analysis:** 04/25/2025 [Senate Judiciary \(text 4/9/2025\)](#)**Introduced:** 2/18/2025**Status:** 5/2/2025-Set for hearing May 12.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

SB 486

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

Current Text: Amended: 4/28/2025 [html](#) [pdf](#)

Current Analysis: 04/28/2025 [Senate Environmental Quality \(text\)](#)

Introduced: 2/19/2025

Status: 5/1/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 30). Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

SB 489

(Arreguín D) Local agency formation commissions: written policies and procedures: Permit Streamlining Act: housing development projects.

Current Text: Amended: 4/21/2025 [html](#) [pdf](#)

Current Analysis: 04/24/2025 [Senate Housing \(text 4/21/2025\)](#)

Introduced: 2/19/2025

Status: 5/2/2025-Set for hearing May 12.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 governs the procedures for the formation and change of organization of cities and special districts and establishes a local agency formation commission in each county consisting of members appointed as provided. The act expresses the intent of the Legislature that each local agency formation commission, by January 1, 2002, establish written policies and procedures and exercise its powers in a way that encourages and provides planned, well-ordered, efficient urban development patterns, as specified. The act requires these written policies and procedures to include forms to be used for various submittals to the commission, as provided. The act requires each commission to provide access to notices and other information to the public on an internet website, as specified, including notice of all public hearings and commission meetings. This bill would require that each local agency formation commission establish the written policies and procedures described above. The bill would require that the written policies and procedures include any forms necessary for a complete application to the commission concerning a proposed change of organization or reorganization.

Priority

SB 492

(Menjivar D) Youth Housing Bond Act of 2025.

Current Text: Introduced: 2/19/2025 [html](#) [pdf](#)

Introduced: 2/19/2025

Status: 2/20/2025-From printer. May be acted upon on or after March 22.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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 the 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.

3.b

Priority

SB 502

(Arreguín D) Local education agency-owned land: development of affordable housing.

Current Text: Amended: 4/24/2025 [html](#) [pdf](#)

Current Analysis: 04/17/2025 [Senate Housing](#) (text 2/19/2025)

Introduced: 2/19/2025

Status: 5/2/2025-Set for hearing May 12.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Department of Housing and Community Development (HCD) in the Business, Consumer Services, and Housing Agency for purposes of carrying out state housing policies and programs. Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to housing sponsors, as defined, that have notified HCD of their interest in surplus land, as specified. Current law establishes the Department of General Services (DGS) in the Government Operations Agency for purposes of, among other things, planning, acquiring, constructing, and maintaining state buildings and property. Executive Order No. N-06-19 required DGS to create a digitized inventory of all state-owned parcels that are in excess of foreseeable needs, as provided. Current law required DGS to develop, in consultation with HCD, no later than September 1, 2023, a set of criteria to consistently evaluate state-owned parcels for suitability as affordable housing sites. Current law requires DGS to update the digitized inventory of all excess state land suitable for affordable housing after the conclusion of its review based on those criteria. Current law also requires DGS to annually update the digitized inventory created pursuant to Executive Order No. N-06-19 of all excess state land, as defined, suitable for affordable housing identified by its review. This bill would authorize a local education agency to submit a list of any available local education agency-owned land to HCD for purposes of determining the suitability for development of affordable housing. The bill would require HCD, in consultation with DGS, to conduct a review of the local education agency-owned land and determine the suitability of the land for the development of affordable housing, consistent with the above-described criteria.

Priority

SB 506

(Committee on Transportation) Transportation: omnibus bill.

Current Text: Amended: 3/24/2025 [html](#) [pdf](#)

Current Analysis: 04/23/2025 [Senate Floor Analyses](#) (text 3/24/2025)

Introduced: 2/19/2025

Status: 4/24/2025-Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

SB 544

(Laird D) Railroad crossings: permit applications: review.

Current Text: Introduced: 2/20/2025 [html](#) [pdf](#)

Current Analysis: 04/30/2025 [Senate Floor Analyses](#) (text 2/20/2025)

Introduced: 2/20/2025

Status: 5/1/2025-Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Attachment: SBCTA Bill Report - May 2025 (11069 : State Legislative Update)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

3.b

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

Priority

[SB 549](#)

(Allen D) Second Neighborhood Infill Finance and Transit Improvements Act.

Current Text: Introduced: 2/20/2025 [html](#) [pdf](#)

Current Analysis: 05/02/2025 [Senate Local Government](#) (text 2/20/2025)

Introduced: 2/20/2025

Status: 3/24/2025-Set for hearing May 7.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

[SB 569](#)

(Blakespear D) Department of Transportation: homeless encampments.

Current Text: Amended: 4/21/2025 [html](#) [pdf](#)

Current Analysis: 05/02/2025 [Senate Appropriations](#) (text 4/21/2025)

Introduced: 2/20/2025

Status: 4/25/2025-Set for hearing May 5.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

1

[SB 607](#)

(Wiener D) California Environmental Quality Act: categorical exemptions: infill projects.

Current Text: Amended: 5/1/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Senate Local Government](#) (text 3/24/2025)

Introduced: 2/20/2025

Status: 5/1/2025-Read second time and amended. Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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. Current law defines “negative declaration” and “mitigated negative declaration” for these purposes. This bill would revise the definition of negative declaration to mean a written statement briefly describing the reasons the lead agency has determined, based upon substantial evidence in the record, that the proposed project will not have a significant effect on the environment, as specified. The bill would require a negative declaration to be prepared for a proposed project if the lead agency determines, based upon substantial evidence, in light of the whole record before the agency, that the project will not have a significant effect on the environment or when an initial study identifies potentially significant effects on the environment but revisions in the project plans would avoid the effects or mitigate the effects, as provided, and the lead agency has determined, based upon substantial evidence, in light of the whole record before the lead agency, that the project, as revised, will not have a significant effect on the environment. The bill would also revise the definition of mitigated negative declaration to mean that revisions would avoid or mitigate the effects on the environment, as determined by the lead agency based upon substantial evidence in the record, as specified, and that the lead agency has determined based upon substantial evidence in the record, that the project, as revised, will not have a significant effect on the environment, as provided. The bill would require an EIR to be prepared if the lead agency determines, based upon substantial evidence, in light of the whole record before the agency, that it is more likely than not that the project will have a significant effect on the environment.

Priority

SB 647

(Hurtado D) Low-income energy assistance programs: equitable building decarbonization program.

Current Text: Amended: 4/2/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Senate Energy, Utilities And Communications](#) (text 4/2/2025)

Introduced: 2/20/2025

Status: 4/29/2025-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Under current law, the Public Utilities Commission (PUC) supervises certain rate assistance and energy efficiency programs administered by electrical corporations and gas corporations, or administered by third-party administrators on their behalf. 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-based organizations 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.

Priority

SB 677

(Wiener D) Housing development: streamlined approvals.

Current Text: Amended: 4/9/2025 [html](#) [pdf](#)

Current Analysis: 04/17/2025 [Senate Housing](#) (text 4/9/2025)

Introduced: 2/21/2025

Status: 4/23/2025-April 22 set for first hearing. Failed passage in committee. (Ayes 4. Noes 3.) Reconsideration granted.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: 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.

Priority

SB 707 (Durazo D) Open meetings: meeting and teleconference requirements.**Current Text:** Amended: 4/7/2025 [html](#) [pdf](#)**Current Analysis:** 04/18/2025 [Senate Judiciary](#) (text 4/7/2025)**Introduced:** 2/21/2025**Status:** 4/25/2025-Set for hearing May 5.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, until January 1, 2030, require 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 2-way telephonic service or a 2-way audiovisual platform, as defined, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that the city council or county board of supervisors encourage residents to participate in public meetings, as specified.

Priority**SB 722 (Wahab D) Transfer of real property: single-family homes, townhomes, and condominiums.****Current Text:** Amended: 4/21/2025 [html](#) [pdf](#)**Current Analysis:** 04/27/2025 [Senate Judiciary](#) (text 4/21/2025)**Introduced:** 2/21/2025**Status:** 4/30/2025-April 29 set for first hearing. Failed passage in committee. (Ayes 3. Noes 3.) Reconsideration granted.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require a developer to only sell a newly constructed single-family home, townhome, or condominium that is issued a certificate of occupancy on or after January 1, 2026, to a natural person, and would prohibit a business entity, as defined, from purchasing those properties during that time period. The bill would also prohibit a natural person from transferring more than 4 single-family homes, townhomes, or condominiums to a business entity of which the natural person is a beneficial owner, as defined. If a natural person or nonprofit corporation sells or otherwise transfers a single-family home, townhome, or condominium to a business entity, the bill would require the business entity to disclose the names of all the beneficial owners of the business entity in the real property transfer documents.

Priority**SB 726 (Gonzalez D) Public resources: state parks: Outdoor Equity Grants Program: applicants.****Current Text:** Introduced: 2/21/2025 [html](#) [pdf](#)**Introduced:** 2/21/2025**Status:** 3/12/2025-Referred to Com. on RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority**SB 741 (Blakespear D) Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.****Current Text:** Amended: 4/21/2025 [html](#) [pdf](#)**Current Analysis:** 04/18/2025 [Senate Natural Resources And Water](#) (text)**Introduced:** 2/21/2025**Status:** 4/25/2025-Set for hearing May 5.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

SB 752

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

Current Text: Introduced: 2/21/2025 [html](#) [pdf](#)

Introduced: 2/21/2025

Status: 3/18/2025-Set for hearing May 14.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority

SB 772

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

Current Text: Amended: 4/22/2025 [html](#) [pdf](#)

Current Analysis: 04/24/2025 [Senate Housing](#) (text 4/22/2025)

Introduced: 2/21/2025

Status: 5/2/2025-Set for hearing May 12.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Priority

SB 786

(Arreguín D) Planning and zoning: general plan: judicial challenges.

Current Text: Amended: 5/1/2025 [html](#) [pdf](#)

Current Analysis: 04/26/2025 [Senate Judiciary](#) (text 3/25/2025)

Introduced: 2/21/2025

Status: 5/1/2025-Read second time and amended. Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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 of certain land outside its boundaries, and requires the general plan to contain specified mandatory elements. Current law

specifies that these provisions generally do not apply to a charter city, but requires a charter city to adopt a general plan that contains the mandatory elements, among other things. Current law prescribes a process to challenge the validity of a general plan. Among other things, existing law requires a petitioner to request a hearing or trial, as specified. Current law requires a court to set a date for the hearing or trial to be heard no later than 120 days after the filing of the request, as specified. Current law authorizes a court to continue for a reasonable time the date of the hearing or trial upon written motion and finding of good cause. Current law requires a court to grant the petitioner temporary relief if the court grants a continuance to a respondent, as specified. This bill would apply to the above-described process to challenge the validity of a general plan to a charter city and state that this is declaratory of existing law. The bill would limit the period for which a court may continue a trial or hearing, as described above, to no more than 60 days and would additionally authorize a court to grant a continuance on the court's own motion.

Priority

[SB 797](#)

(Choi R) California Environmental Quality Act: exemption: electric utility distribution and transmission system facilities: undergrounding and insulation.

Current Text: Amended: 4/9/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Senate Energy, Utilities And Communications](#) (text 4/9/2025)

Introduced: 2/21/2025

Status: 4/29/2025-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Environmental Quality Act (CEQA) requires the Office of Land Use and Climate Innovation to prepare and develop, and for the Secretary of the Natural Resources Agency to certify and adopt, proposed guidelines for the implementation of CEQA by public agencies that are required to include a list of classes of projects that have been determined not to have a significant effect on the environment and exempts those classes of projects from CEQA, commonly known as categorical exemptions. Pursuant to its authority, the secretary has adopted a categorical exemption for the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including, but not limited to, conversion of overhead electric utility distribution system facilities to underground, as provided. This bill, until the submission of a prescribed plan on how to most effectively invest in undergrounding and insulating overhead electric utility distribution system facilities or transmission system facilities, but no later than July 1, 2027, would exempt from CEQA a project for the conversion of those facilities to underground and the insulation of those facilities, unless the project is located in an environmentally sensitive area, as defined. Because a lead agency would be required to determine if a project qualifies for this exemption, the bill would impose a state-mandated local program.

Priority

[SB 799](#)

(Allen D) False claims: taxation.

Current Text: Amended: 4/10/2025 [html](#) [pdf](#)

Current Analysis: 04/23/2025 [Senate Revenue And Taxation](#) (text 4/10/2025)

Introduced: 2/21/2025

Status: 4/23/2025-April 23 set for first hearing. Failed passage in committee. (Ayes 2. Noes 1.) Reconsideration granted.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The bill would apply the False Claims Act to claims, records, obligations, or statements made under the Revenue and Taxation Code if the damages pleaded in the action exceed \$200,000, or the taxable income, gross receipts, or total sales of the individual or entity against whom the action is brought, as specified, exceeds \$500,000 per taxable year. The bill would allow the Attorney General or prosecuting authority to obtain otherwise confidential records relating to taxes, fees, surcharges, or other obligations under the Revenue and Taxation Code needed to investigate or prosecute the suspected violations, but would otherwise require that information to be kept confidential and subject to the limitation, a violation of which is a crime, on taxpayer information's collection and use. By expanding the scope of a crime, the bill would impose a state-mandated local program.

Priority

[SB 800](#)

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

Current Text: Introduced: 2/21/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Senate Transportation](#) (text 2/21/2025)

Introduced: 2/21/2025**Status:** 5/2/2025-Set for hearing May 12.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Priority**SB 801****(Hurtado D) Agricultural workers: wages, hours, and working conditions: definitions.****Current Text:** Amended: 3/24/2025 [html](#) [pdf](#)**Current Analysis:** 04/29/2025 [Senate Committee On Labor, Public Employment And Retirement \(text 3/24/2025\)](#)**Introduced:** 2/21/2025**Status:** 4/30/2025-April 30 set for first hearing. Testimony taken. Further hearing to be set.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Existing law sets wage, hour, meal break requirements, and other working conditions for employees and requires an employer to pay overtime wages to an employee who works in excess of a workday or workweek. Existing law establishes the Department of Industrial Relations and provides that one of its functions is to foster, promote, and develop the welfare of the wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment. This bill contains other existing laws.

Priority**SB 802****(Ashby D) Multifamily Housing Program: Homekey: Homeless Housing, Assistance, and Prevention program.****Current Text:** Amended: 5/1/2025 [html](#) [pdf](#)**Current Analysis:** 04/24/2025 [Senate Housing \(text 3/26/2025\)](#)**Introduced:** 2/21/2025**Status:** 5/1/2025-Read second time and amended. Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Current law establishes the Multifamily Housing Program to provide financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. 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 Department of Housing and Community Development, upon appropriation for the above-specified programs, to ensure that former foster youth and extremely low income, very low income, and lower income households, as specified, are given consideration.

Priority**SB 827****(Gonzalez D) Local agency officials: training.****Current Text:** Amended: 5/1/2025 [html](#) [pdf](#)**Current Analysis:** 04/25/2025 [Senate Local Government \(text 3/26/2025\)](#)**Introduced:** 2/21/2025**Status:** 5/1/2025-Read second time and amended. Re-referred to Com. on APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law imposes ethics training on specified local agency officials. Current law requires each training to be 2 hours and requires the officials to receive each training every 2 years, and as

described otherwise, with the first training within one year of commencing service. Current law requires the local agency to maintain records of the trainings, as prescribed. This bill would expand which local agency officials are required to complete the above-described ethics training to include department heads, or other similar administrative officers, and would instead require officials who commence service on or after January 1, 2026, to receive their initial training within 6 months of commencing service. The bill would require the local agency to publish the training records on its internet website, as specified. This bill would additionally require all local agency officials, as defined, to receive at least 2 hours of fiscal and financial training, as described.

Priority

SB 828 (Cabaldon D) Land use: economic development: surplus land.

Current Text: Amended: 3/26/2025 [html](#) [pdf](#)

Current Analysis: 04/25/2025 [Senate Local Government](#) (text 3/26/2025)

Introduced: 2/21/2025

Status: 4/24/2025-Set for hearing April 30.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. Current law provides that this authorization is an alternative to any other authority granted by law to cities to dispose of city-owned property. This bill would revise those provisions to authorize a city, county, or city and county to, in addition to a sale or lease of property, otherwise transfer property under the above-described provisions to create an economic opportunity and would make related, conforming changes to these procedures. The bill would require the city, county, or city and county, to submit a report containing specified information to the Controller within 90 days after adopting the resolution approving the acquisition, sale, lease, or transfer of the property.

Priority

SB 840 (Limón D) Greenhouse gases: report.

Current Text: Amended: 3/26/2025 [html](#) [pdf](#)

Current Analysis: 04/28/2025 [Senate Environmental Quality](#) (text 3/26/2025)

Introduced: 2/21/2025

Status: 5/2/2025-Set for hearing May 12.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board in adopting 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 1990 levels no later than December 31, 2030. The act requires the Legislative Analyst's Office, until January 1, 2030, to annually submit to the Legislature a report on the economic impacts and benefits of those greenhouse gas emissions reduction targets. The act, until January 1, 2031, establishes the Independent Emissions Market Advisory Committee and requires the committee to annually report to the state board and the Joint Legislative Committee on Climate Change Policies on the environmental and economic performance of the regulations establishing the market-based compliance mechanism and other relevant climate change policies. This bill would extend indefinitely the requirement for the Legislative Analyst's Office to annually submit to the Legislature the report on the economic impacts and benefits of those greenhouse gas emissions targets. The bill would require the committee, at a public hearing, to review the annual report by the Legislative Analyst's Office.

Priority

Total Measures: 158
Total Tracking Forms: 158

Minute Action

AGENDA ITEM: 4

Date: May 14, 2025

Subject:

Bill Position Recommendation

Recommendation:

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

Approve a support position for Senate Bill 800, by Senator Eloise Gómez Reyes, which would require the California Department of Transportation to establish and administer a pilot program to install suicide deterrents on 10 freeway overpasses in the County of San Bernardino

Background:

Senate Bill 800 (Gómez Reyes) – State highways: overpasses: pilot program: suicide prevention

Summary:

Existing law requires the California Department of Transportation to install screening on state freeway overpasses to prevent objects from being dropped or thrown upon vehicles passing underneath, as provided.

This bill:

This bill would require the department to establish and administer a pilot program to install suicide deterrents on ten freeway overpasses in San Bernardino County. The bill would require the suicide deterrents installed under the pilot program to include, but not be limited to, suicide prevention signage and a physical barrier designed to prevent a person from falling or intentionally jumping from the overpass in a manner likely to cause death. The bill would require the department, in administering the pilot program, to prioritize the placement of suicide deterrents on freeway overpasses with the highest rates of documented suicides over the last 20 years.

Staff Recommendation:

Staff recommends that San Bernardino County Transportation Authority (SBCTA) take a support position on Senate Bill 800 (SB 800).

SB 800 takes a proactive approach to suicide prevention by partnering with California Department of Transportation to install deterrents on ten high-risk freeway overpasses in San Bernardino County. This pilot program, which includes physical barriers and suicide prevention signage, is designed to reduce suicide attempts and save lives. By focusing on locations with the highest suicide rates over the past two decades, the initiative ensures resources are targeted where they're needed most. If effective, the program could serve as a model for expanding similar safety measures across the state, promoting safer highways and better support for those in crisis.

Per the SBCTA/San Bernardino Council of Governments (SBCOG) 2025-2026 State Legislative Platform, the agency supports efforts to “Provide resources for jurisdictions to update critical safety plans.”

Entity: San Bernardino County Transportation Authority

Legislative Policy Committee Agenda Item

May 14, 2025

Page 2

Bill text for Senate Bill 800 can be found in Attachment A and SB 800 Fact Sheet 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

Approved
Legislative Policy Committee
Date: May 14, 2025

Witnessed By:

San Bernardino County Transportation Authority

ATTACHMENT A**SENATE BILL****No. 800**

Introduced by Senator Reyes
(Coauthors: Senators Ochoa Bogh and Pérez)
 (Coauthor: Assembly Member Garcia)

February 21, 2025

An act to add Section 92.9 to the Streets and Highways Code, relating to streets and highways.

LEGISLATIVE COUNSEL'S DIGEST

SB 800, as introduced, Reyes. State highways: overpasses: pilot program: suicide prevention.

Existing law requires the Department of Transportation to install screening on state freeway overpasses to prevent objects from being dropped or thrown upon vehicles passing underneath, as provided.

This bill would require the department to establish and administer a pilot program to install suicide deterrents on 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.

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

Attachment: sb_800 (11579 : Bill Position Recommendation)

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

- 1 SECTION 1. Section 92.9 is added to the Streets and Highways
2 Code, to read:
3 92.9. (a) The department shall establish and administer a pilot
4 program to install suicide deterrents on 10 freeway overpasses in
5 the County of San Bernardino.
6 (b) Suicide deterrents installed under the pilot program shall
7 include, but not be limited to, suicide prevention signage and a
8 physical barrier designed to prevent a person from falling or
9 intentionally jumping from the overpass in a manner likely to cause
10 death, including, but not limited to, onto vehicles passing
11 underneath the overpass.
12 (c) The department in administering the pilot program shall
13 prioritize the placement of suicide deterrents on freeway overpasses
14 with the highest rates of documented suicides over the last 20
15 years.

O

ATTACHMENT B

Fact Sheet: SB 800 (Reyes) – State Highways: Overpasses: Pilot Program: Suicide Prevention

Summary

SB 800 (Reyes) establishes a pilot program requiring the California Department of Transportation (Caltrans) to install suicide deterrents on 10 freeway overpasses in San Bernardino County. These deterrents may include, but not be limited to, suicide prevention signage and physical barriers to prevent falls or intentional jumps that could result in death. The bill prioritizes locations with the highest documented suicide rates over the past 20 years.

Background

The rising number of suicide incidents from freeway overpasses is not only a profound tragedy for individuals and families but also a serious public safety concern for motorists, first responders, and the broader community. In the past six months alone, multiple suicides and attempts have occurred along the 210 Freeway overpasses, including the heartbreaking loss of two high school students at the same location – 1.5 weeks apart from one another. While some attempts have been prevented, each represents a crisis that could have ended in another devastating loss. These incidents underscore the urgent need for intervention. No family, school, or community should have to endure such unimaginable grief. It is imperative that we take immediate action to implement preventive measures that provide hope, support, and protection for those in distress.

Problem

Despite the urgent need, San Bernardino County lacks suicide prevention measures on freeway overpasses. With no statewide strategy in place, vulnerable individuals in

crisis are left without critical protections, putting both lives and communities at risk.

Solution

SB 800 provides a proactive approach to suicide prevention by requiring Caltrans to install deterrents on 10 high-risk freeway overpasses in San Bernardino County. By implementing physical barriers and suicide prevention signage, the pilot program aims to reduce suicide attempts and save lives. Prioritizing locations with the highest rates of suicide over the past 20 years ensures that resources are directed where they are most needed. If successful, this pilot program could serve as a model for statewide implementation, ensuring safer highways and stronger support for individuals in crisis.

Co-Authors

Senator Rosilicie Ochoa Bogh
 Senator Sasha Renée Pérez
 Assembly Member Robert Garcia
 Assembly Member Leticia Castillo

Sponsor

City of Rancho Cucamonga

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 California Public Policy Group
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Minute Action

AGENDA ITEM: 5

Date: May 14, 2025

Subject:

Assembly Bill 98 Cleanup Bill Update (Assembly Bill 735 & Senate Bill 415)

Recommendation:

Receive the Legislative Update on cleanup efforts on last year's Assembly Bill (AB) 98 and provide direction as appropriate to AB 735 (Carillo) and Senate Bill 415 (Reyes).

Background:

Assembly Bill (AB) 98 of 2024 is a result of a multi-year effort by State Assembly Member Reyes (now State Senator Reyes) and advocates to address and mitigate the environmental and public health impacts of the expansion of warehousing and logistics uses in California communities, particularly throughout San Bernardino and Riverside Counties. Prior attempts to regulate the logistics industry at the state level include two bills authored by Assembly Member Reyes (AB 2840 of 2022 and AB 1000 of 2023), which did not pass the legislative process. On August 28, 2024, a few days before the end of the 2023-2024 legislative session, the provisions of a bill previously related to cotton pest abatement, AB 98, were gutted and amended with the provisions that were approved in the final hours of the session and ultimately signed into law on September 29, 2024.

Summary of AB 98 (2024)

AB 98 became effective on January 1, 2025, and establishes statewide standards for the development and expansion of logistics uses, among other requirements. While the law's provisions are complex, the requirements can be distilled into three primary components:

1. **Statewide siting, design, and operational standards for new and expanded logistics uses.** Requirements include setback and buffering requirements from "sensitive receptors," as well as design and operational standards and housing-replacement obligations.
2. **General Plan Update Requirements.** Jurisdictions must update their General Plan Circulation Elements with specified truck route designations by January 1, 2028; however, jurisdictions located within the law's "Warehouse Concentration Region" must comply by January 1, 2026. Jurisdictions that do not meet these timelines face potential \$50,000 fines for every six months their general plans remain out of compliance. (List of San Bernardino County Jurisdictions: Unincorporated San Bernardino County, City of Chino, Colton, Fontana, Ontario, Rancho Cucamonga, Redlands, Rialto, and San Bernardino).
3. **Requirements for the South Coast Air Quality Management District (SCAQMD).** The new law requires the SCAQMD to deploy mobile air monitoring systems from January 1, 2026, through January 1, 2032, near operational logistics uses, conduct air modeling analyses, and prepare and submit a report to the legislature documenting the findings by January 1, 2033. The law also requires SCAQMD to establish a public input process and provide input on how to expend revenue generated by the Warehouse Indirect Source Rule penalties.

Entity: San Bernardino County Transportation Authority

Implementation Challenges

Several complexities and ambiguities in the law make the timely implementation of its provisions particularly challenging. These challenges include:

- **Ambiguity in key definitions:** The bill's key definitions, such as “logistics use,” “warehouse concentration region,” and “sensitive receptors,” are unclear and/or conflict with existing land use, planning, and California Environmental Quality Act terminology. Other important terms (such as “arteries” or “commenced local entitlement process”) are not defined in the bill text, leading to further ambiguity.
- **Complicated “tiering”:** Different requirements apply to projects depending on their size (using a 250,000-square-foot threshold), existing zoning, proximity to sensitive receptors, and location in the “Warehouse Concentration Region.” These requirements and how they relate to each other are hard to interpret, further complicating implementation.
- **Overlap with local authority:** Understanding how the AB 98 requirements interact with local zoning codes, general plan elements, and other ordinances represents a significant implementation challenge. AB 98’s provisions have the potential to impact local housing, land use, and environmental justice elements in addition to the circulation element. Additionally, local Building Codes, street codes, and public right-of-way Codes may be impacted.
- **Conflicts with other laws and regulations:** The provisions of AB 98 conflict with the Warehouse Indirect Source Rule provisions (e.g., the building size threshold is 100,000 square feet instead of 250,000 square feet). AB 98 also introduces requirements that are already contained in the Green Building Standards and the California Manual on Uniform Traffic Control Devices.
- **Potential unintended consequences:** Various provisions of AB 98 will inhibit or preclude redevelopment of existing industrial uses that reach the end of their useful life and prevent cities from allowing nonconforming residential uses to be replaced with industrial uses, even if the residential uses have been nonconforming for years (e.g., Ontario Airport).
- **Resource Gaps:** AB 98 mandates significant work for local agencies to complete on tight timelines without providing funding or other technical resources to support implementation.

Regional Implementation Support

To support jurisdictions navigating the complexities of AB 98 implementation, San Bernardino County Transportation Authority (SBCTA) and Western Riverside Council of Governments (WRCOG) partnered to provide technical support to member agencies. The support given to the member jurisdictions was technical in nature and did not involve an analysis of the political aspects or the merits of the bill. These efforts aim to demystify the legislation, identify early compliance issues, and produce targeted tools to support local agency compliance. This support, to date, has entailed the following:

- **AB 98 Workshops:** A series of presentations/workshops to SBCTA/WRCOG member agencies on AB 98 requirements, implementation, and clean-up priorities. Presentations were given to SBCTA’s Planning and Development Technical Forum (December, February, and March meetings), the City/County Manager’s Technical Advisory

Committee (March meeting), and the Transportation Technical Advisory Committee (April meeting).

- **Zoning Conformance checklist** – a detailed checklist specifying how jurisdictions can update their zoning codes to incorporate AB 98 standards.
- **Requested a legal opinion** on some of the more pressing implementation questions. However, it did not resolve key ambiguities, which affirmed the critical need for clean-up legislation to support implementation.
- **General Plan Truck Route Conformance Review:** The initial conformance review checked to see how many of the member agencies had designated truck routes. The technical assistance team reviewed all general plan mobility/circulation elements and truck route ordinances. We also collected Geographic Information Systems (GIS) layers of truck routes, as available.
- **Conformance GIS layer:** To assist member agencies, the technical assistance team mapped existing truck routes for all member agencies using either their general plans or ordinances. The General Plan and California Department of Transportation's roadway designations were merged into a layer indicating where the designations conflict and gaps that needed further analysis were identified. The mapping aids in identifying discontinuous truck routes, whereby a truck route stops or starts at the jurisdictional boundary.
- **Additional Technical Support in development:**
 - A visual warehouse design standards guide.
 - Additional presentations on new technical assistance tools as they become available.

Clean-Up Legislation Engagement

AB 98's authors recognized some of these challenges and the need for future clean-up legislation even as AB 98 was being considered for approval by the legislature. Senator Reyes and Assembly Member Carillo, co-authors of AB 98 of 2024, are running companion bills (AB 735 and Senate Bill 415) to make changes that support the implementation of the law's provisions. SBCTA and WRCOG have coordinated a regional approach to engaging in this legislative effort to support the implementation of AB 98's provisions. Clean-up priorities were identified through:

- Feedback from member agencies.
- Findings from the commissioned legal review.
- Gaps identified in zoning and general plan compliance reviews.
- Engagement with key stakeholders working on the clean-up effort.

Clean-up priorities that emerged through this process include providing alternative methods for jurisdictions to meet truck route requirements, a safe harbor provision for jurisdictions making good-faith efforts to meet general plan requirements, and general inclusion of or modifications to definitions and key terms to clarify and address consistency issues. These priorities have been assembled into a **regional AB 98 redline document**.

SBCTA and WRCOG will remain engaged in the clean-up process as the proposed clean-up bills progress through the legislative process. Staff will continue to engage with stakeholders and the authors' offices to advocate for the region's priorities.

Legislative Policy Committee Agenda Item

May 14, 2025

Page 4

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, but has been presented at the April 2025 Transportation Technical Advisory Committee, February 2025 and March 2025 Planning and Development Technical Forum, and March 2025 City/County Manager's Technical Advisory Committee.

Responsible Staff:

Josh Lee, Deputy Director of Planning

Approved
Legislative Policy Committee
Date: May 14, 2025

Witnessed By:

San Bernardino County Transportation Authority



AB 98 Implementation and Clean-Up Update

AB 98 Support and Coordination Team:

Taylor Libolt Varner, Amplify Communities

Jolene Hayes, Fehr & Peers

David Bergman & Abby Weizer, Lisa Wise Consulting

On behalf of:



cta

San Bernardino County
Transportation Authority

AB 98 Regional Support & Coordination Team



cta

San Bernardino County
Transportation Authority



A partnership to support member agencies

FEHR & PEERS



AMPLIFY
COMMUNITIES

Agenda

1. Summary of AB 98 (2024)
2. Regional Technical Assistance
3. Clean-Up Legislation Coordination
4. Discussion & Next Steps



San Bernardino County Transportation Authority

Bill Overview



General Plan Updates

Circulation, Land Use,
Housing, and
Potentially Others



Siting Requirements

Proximity to
Sensitive
Receptors



Design Standards

Setbacks,
Ingress/Egress, On-
Site Circulation, etc.

Assembly Bill 98 of 2024

Purpose & Intent:

Protect vulnerable residents from the negative externalities of industrial warehousing.

Key Provisions

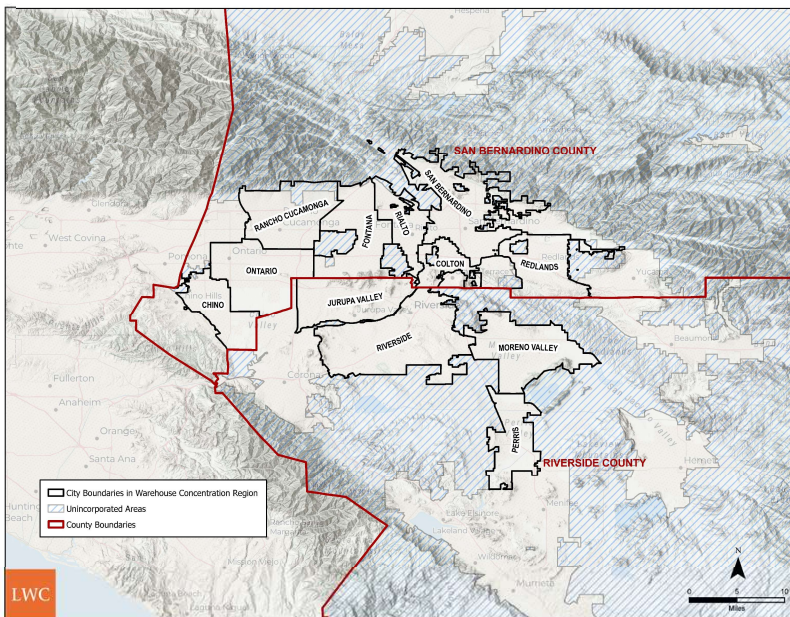
- ✓ Mandatory **General Plan/Policy Updates**
- ✓ Statewide logistics use **Development Standards**
- ✓ Required **Air Quality Monitoring** by SCAQMD



San Bernardino County Transportation Authority

AB 98 Warehouse Concentration Region

- Unincorporated Riverside County
- **Unincorporated San Bernardino County**
- **City of Chino**
- **City of Colton**
- **City of Fontana**
- City of Jurupa Valley
- City of Moreno Valley
- **City of Ontario**
- City of Perris
- **City of Rancho Cucamonga**
- **City of Redlands**
- **City of Rialto**
- City of Riverside
- **City of San Bernardino**

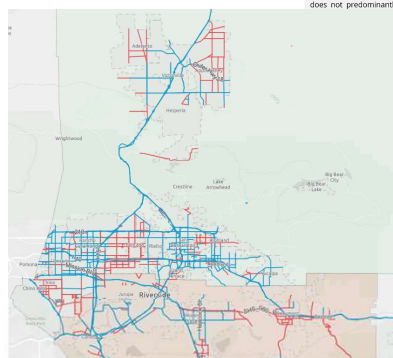


San Bernardino County Transportation Authority

Regional Technical Assistance

Our Goal
Develop AB 98 Implementation Guidance:

- Truck Route Compliance Review
- Development review guidance & zoning checklist



AB 98 Conflict and Implementation Checklist

The checklist below is the first of two to-do lists for reviewing your jurisdiction's zoning regulations in light of new standards under AB 98. The goal of this checklist is to ensure local zoning regulations do not conflict with AB 98 and to implement or refer to AB 98 regulations.

AB 98 CONFLICT AND IMPLEMENTATION CHECKLIST

☐ Define "logistics use" per the definition under AB 98.

The AB 98 definition of "logistics use" is found below and in California Government Code §65038(d).

"Logistics use" means a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and any involved in the movement of the cargo, goods, or products, does not include any of the following:

food or household goods are sold directly to the public;

is served by rail to move cargo goods or product;

terminal facility;

of this subdivision, "Strategic Intermodal Facility"

or that involves all of the following requirements:

facilities, including warehousing and transloading

served by rail;

all freight transport services.

regulate:

its uses" in your local zoning regulations;

tion of "logistics uses" to match AB 98, OR

istics use" is defined in accordance with AB 98 (California

in future. If you choose to add the definition directly to the

at the Government Code definition supersedes.

San Bernardino County Transportation Authority | Lisa Wille Consulting | Page 2 of 7

San Bernardino County Transportation Authority

Clean-Up Effort

The TA/Coordination team is engaging with stakeholders on the following clean-up priorities:

1. **Allow** agencies to satisfy requirements with an **ordinance** instead of the general plan
2. **Promote alternative enforcement measures to AG fines**, including a safe harbor provision for jurisdictions making good-faith efforts to comply with truck route requirements
3. **Clarify** unclear/conflicting requirements and definitions



Stakeholders:

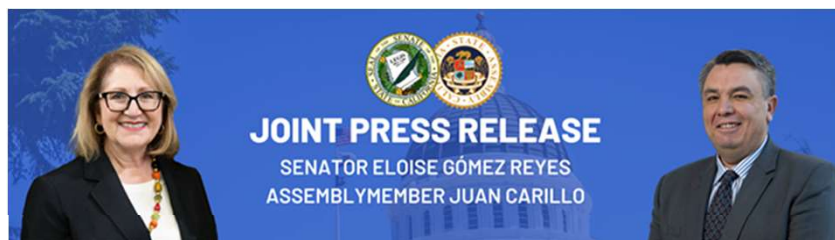
- ✓ APA California
- ✓ League of CA Cities, Cal Counties
- ✓ Cal Chamber of Commerce
- ✓ Industry Groups (NAIOP, SBPA, SSC, IEEP)
- ✓ Community Based Organizations

San Bernardino County Transportation Authority

New Legislation

AB 735 (Carrillo) and SB 415 (Reyes)

- Introduced on February 18, 2025, not an urgency bill
- Bill status



San Bernardino County Transportation Authority

Clean-Up Priorities

▪ Logistics Use Definition

- Too broad, potentially captures non-logistics uses, such as manufacturing, agricultural, and airport/seaport-related uses. Only warehousing/major distribution centers intended?
- What about redevelopment of antiquated warehouses over 250 KSF that are adjacent to sensitive receptors? Or exemptions for development on brownfields?

▪ Effective Date, Entitlement Processing, and Exemptions

- Dates are unclear, confusing, and sometimes in conflict
- Clarification needed on intent with September 30, 2024, what happens between that date and January 1, 2026

▪ Housing Replacement and Displacement Assistance

- Weaker than existing Housing Crisis Act requirements

▪ Circulation Element Update

- Provide flexible options (e.g., allow incorporation of other existing plans by reference, or local ordinance options rather than circulation element update)
- Add safe harbor provisions for demonstration of "good faith efforts" towards compliance in Warehouse Concentration Region (1/1/26 practically infeasible)



San Bernardino County Transportation Authority

Next Steps for Coordination Team

- ☐ **Visual design standards and other technical assistance tools** to member agencies
- ☐ **Clean-Up Effort Engagement and Updates** – continue to engage with stakeholders in the clean-up effort process to advocate for changes in line with regional priorities.
- ☐ **Truck Route Coordination** – facilitate discussions on regional truck routes and enforcement
- ☐ **Caltrans Coordination** – engagement with Caltrans on local truck routes on website



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	X	X								
Paul Cook Board of Supervisors		X										
Dawn Rowe Board of Supervisors		X	X									
Art Bishop Town of Apple Valley		X	X	X								
Larry McCallon City of Highland		X	X	X								
Alan Wapner City of Ontario												
Rick Denison Town of Yucca Valley		X	X	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
IEEP	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

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
SRTP	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