

AGENDA
Legislative Policy Committee Meeting
April 9, 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

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

April 9, 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. State Legislative Update

Pg. 9

A. Receive the April 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.

3. Federal Legislative Update

Pg. 81

Receive the April 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.

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

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Acronym List

Pg. 85

Mission Statement

Pg. 87

The next Legislative Policy Committee meeting is scheduled for May 14, 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: April 9, 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: April 9, 2025
Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: April 9, 2025

Subject:

State Legislative Update

Recommendation:

A. Receive the April 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:

Legislative Update

During the month of March 2025, legislative committees began analyzing and sifting through all the nearly 2,500 bills introduced by the February 21, 2025, deadline. Many of the initial measures that were put forward last month were in “spot bill” form, which means that they were placeholders that do not contain substantive language.

Throughout March, most of those bills were amended to include more substantive language that will require the bill to be referred to the appropriate policy committees. While we have seen the first wave of policy hearings in March 2025, the bulk of the hearings will occur throughout April 2025. Furthermore, all of the fiscal bills will need to be out of their respective policy committees by May 2, 2025, where they will then move to the Appropriations Committee in their house of origin.

On the budget side, the respective sub-committees continue to work through Governor Newsom’s budget proposal in anticipation of the Governor’s May Budget Revise.

Transportation Related Hearings

On March 3, 2025, the Senate and Assembly Transportation Committees held a joint informational transportation hearing on declining gas tax revenues. Assembly Transportation Chair Lori Wilson (Chair) highlighted the importance of a multimodal transportation system that is safe, effective, and affordable, emphasizing its role in connecting people to opportunities and supporting the fifth-largest economy in the world. The current funding for state and local transportation relies heavily on fuel taxes and fees on gas-powered vehicles, which are declining as vehicles become more fuel-efficient and the transition to zero-emission vehicles progresses.

The Chair pointed out that the gas tax, once a critical funding source, is becoming less effective as a user-based revenue mechanism due to the declining number of drivers paying for road maintenance. She stressed the need for new, sustainable solutions to ensure fair transportation funding, noting that other states are also addressing similar funding shortfalls. She also mentioned her role in spearheading the conversation about transportation funding, starting with the hearing with her Senate colleagues, as well as introduction of Assembly Bill 1421. AB 1421

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

Legislative Policy Committee Agenda Item

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would create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to develop a pilot program for a mileage-based revenue collection system.

The Chair acknowledged that there are no easy fixes and that solving this issue will require a multi-year, inclusive conversation involving all stakeholders to find the right solution for California.

On March 11, 2025, the Senate Transportation Committee held an informational hearing on *Transportation in California: an overview of transportation departments and programs*. The purpose of the hearing was to provide an overview of the State's transportation system. Specifically, panelists included government entities from the state, local, and regional levels responsible for building, maintaining, and operating the State's transportation system. Additionally, a panel with private sector partners discussed their role in working with public entities to maintain the state's transportation system and also discussed the federal outlook as it relates to federal reauthorization.

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: April 9, 2025

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

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

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.	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.	Referred to Assembly Public Safety Committee. (3/24/25)	Support	3/12/2025

Status Report
Wednesday, March 26, 2025

Sorted by: Measure
Wednesday, 03/26/2025

AB 3

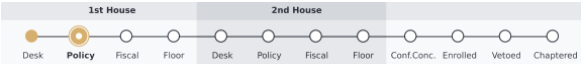
Dixon (R)

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Alcohol and drug treatment facilities: local regulation.

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Bill information

Status:	03/24/2025 - Re-referred to Com. on Health.		
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. (Based on 03/20/2025 text)		
Location:	02/03/2025 - Assembly HEALTH	Current Text:	03/20/2025 - Amended
		Last Amend:	03/20/2025

AB 6

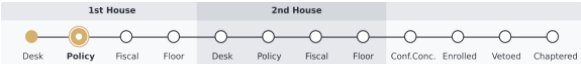
Ward (D)

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Residential developments: building standards: review.

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Bill information

Status:	02/03/2025 - Referred to Com. on H. & C.D.		
Summary:	The California Building Standards Law establishes the California Building Standards Commission within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code (code). Current law requires the commission to publish, or cause to be published, editions of the code in its entirety once every 3 years. Current law requires the building standards and rules and regulations to impose substantially the same requirements as are contained in the most recent editions of specified international or uniform industry codes, including the International Residential Code of the International Code Council. Current law establishes the Department of Housing and Community Development (department) in the Business, Consumer Services, and Housing Agency and requires the department to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would require the department to convene a working group no later than December 31, 2026, to research and consider identifying and recommending amendments to state building standards allowing residential developments to be built, as specified. The bill would require the department, no later than December 31, 2027, to provide a one-time report of its findings to the Legislature in the annual report described above. (Based on 12/02/2024 text)		
Location:	02/03/2025 - Assembly H. & C.D.	Current Text:	12/02/2024 - Introduced

AB 11

Lee (D)

HTML

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The Social Housing Act.

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Bill information

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

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

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

Current Text: 12/02/2024 - Introduced

AB 12

Wallis (R)

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Low-carbon fuel standard: regulations.

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Bill information

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

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

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

Current Text: 12/02/2024 - Introduced

AB 20

DeMaio (R)

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Homelessness: People First Housing Act of 2025.

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Bill information

Status: 03/25/2025 - Re-referred to Com. on H. & C.D.

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. (Based on 03/24/2025 text)

Location: 03/24/2025 - Assembly H. & C.D.

Current Text: 03/24/2025 - Amended

Last Amend: 03/24/2025

AB 21

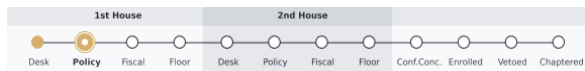
DeMaio (R)

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Common interest developments: association management and meeting procedures.

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Bill information

Status: 03/25/2025 - Re-referred to Com. on H. & C.D.

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. (Based on 03/24/2025 text)

Location: 03/24/2025 - Assembly H. & C.D.

Current Text: 03/24/2025 - Amended

Last Amend: 03/24/2025

AB 23

DeMaio (R)

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The Cost of Living Reduction Act of 2025.

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Bill information

Status: 03/25/2025 - From committee chair, with author's amendments: Amend, and re-refer to Com. on U. & E. Read second time and amended.

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. (Based on 03/25/2025 text)

Location: 03/24/2025 - Assembly U. & E.

Current Text: 03/25/2025 - Amended
Last Amend: 03/25/2025

AB 26

DeMaio (R)

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Eliminate the Politicians' Perks Act of 2025.

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Bill information

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

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

Location: 12/02/2024 - Assembly
PRINT

Current Text: 12/02/2024 - Introduced

AB 33

Aguiar-Curry (D)

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Autonomous vehicles.

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Bill information

Status: 03/19/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

Summary: Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Current law makes it a crime to violate, or fail to comply with, any provision of the Vehicle Code or any local ordinance adopted pursuant to this code. This bill 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 autonomous vehicles without a human operator on any highway within the State of California. The bill would exclude the transportation of prepared meals and food intended for immediate consumption from restaurants or food establishments directly to consumers from this prohibition. (Based on 03/04/2025 text)

Location: 03/03/2025 - Assembly
TRANS.

Current Text: 03/04/2025 - Amended
Last Amend: 03/04/2025

AB 34

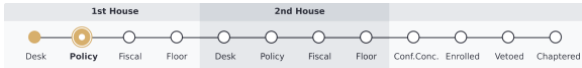
Patterson (R)

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Air pollution: regulations: consumer costs: review.

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Bill information

Status: 03/17/2025 - Re-referred to Com. on NAT. RES.

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 regulations 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. (Based on 03/13/2025 text)

Location: 02/03/2025 - Assembly NAT. RES.

Current Text: 03/13/2025 - Amended

Last Amend: 03/13/2025

AB 35

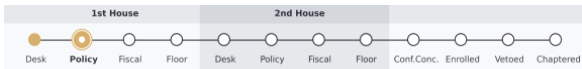
Alvarez (D)

HTML

PDF

California Environmental Quality Act: clean hydrogen transportation projects.

Progress bar



Bill information

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

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete. (Based on 12/02/2024 text)

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

Current Text: 12/02/2024 - Introduced

AB 36

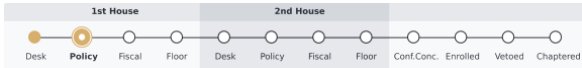
Soria (D)

HTML

PDF

Housing elements: prohousing designation.

Progress bar



Bill information

Status: 03/20/2025 - Re-referred to Com. on H. & C.D.

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. (Based on 03/19/2025 text)

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

Current Text: 03/19/2025 - Amended

Last Amend: 03/19/2025

AB 37

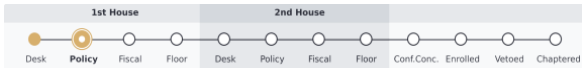
Elhawary (D)

HTML

PDF

Workforce development: mental health service providers: homelessness.

Progress bar



Bill information

Status: 03/17/2025 - Re-referred to Com. on L. & E.

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. (Based on 03/13/2025 text)

Location: 03/13/2025 - Assembly L. & E.

Current Text: 03/13/2025 - Amended

Last Amend: 03/13/2025

AB 39

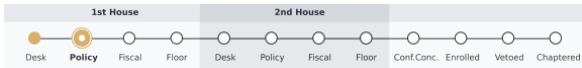
Zbur (D)

HTML

PDF

General plans: Local Electrification Planning Act.

Progress bar



Bill information

Status: 02/26/2025 - Re-referred to Com. on L. GOV.

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

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

Current Text: 02/25/2025 - Amended
Last Amend: 02/25/2025

AB 41

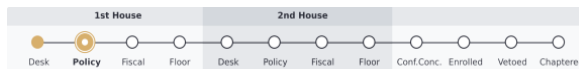
Macedo (R)

HTML

PDF

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

Progress bar



Bill information

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

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

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

Current Text: 12/02/2024 - Introduced

AB 69

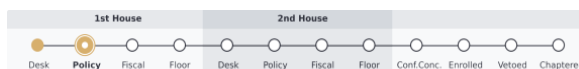
Calderon (D)

HTML

PDF

FAIR Plan policy renewals.

Progress bar



Bill information

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

Summary: The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate to administer a program for the equitable apportionment of basic property insurance for persons who are

unable to obtain that coverage through normal channels. Current law requires the association to implement programs to help reduce the number of existing FAIR Plan policies. This bill would require a broker of record to determine if a FAIR Plan policy can be moved to a voluntary market insurance company before the policy is renewed. (Based on 12/10/2024 text)

Location:	02/03/2025 - Assembly INS.	Current Text:	12/10/2024 - Introduced
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AB 76

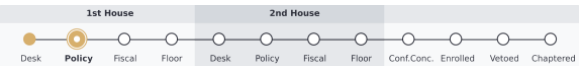
Alvarez (D)

HTML

PDF

Surplus land: exempt surplus land: sectional planning area.

Progress bar



Bill information

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

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

Location:	02/03/2025 - Assembly L. GOV.	Current Text:	12/16/2024 - Introduced
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AB 226

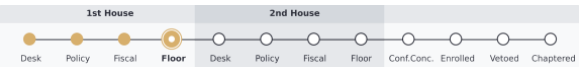
Calderon (D)

HTML

PDF

California FAIR Plan Association.

Progress bar



Bill information

Status: 03/20/2025 - Read second time. Ordered to third reading.

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 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

Attachment: Bill Report 4-25 (11031 : State Legislative Update)

issued bonds to the association, and would authorize the association to enter into a loan agreement with the bank and to enter into a line of credit agreement with an institutional lender or broker-dealer. (Based on 01/09/2025 text)

Location: 03/20/2025 - Assembly
THIRD READING

Current Text: 01/09/2025 - Introduced

AB 234

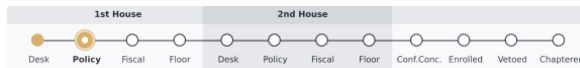
Calderon (D)

HTML

PDF

California FAIR Plan Association governing committee.

Progress bar



Bill information

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

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

Location: 02/10/2025 - Assembly INS.

Current Text: 01/13/2025 - Introduced

AB 238

Harabedian (D)

HTML

PDF

Mortgage forbearance: state of emergency: wildfire.

Progress bar



Bill information

Status: 03/20/2025 - Read second time. Ordered to third reading.

Summary: Would authorize a borrower who is experiencing financial hardship due directly, as defined, to the wildfire disaster described in the proclamation of a state of emergency issued by Governor Gavin Newsom on January 7, 2025, to request forbearance on their mortgage loan. The bill would limit eligibility for that forbearance to residential mortgage loans for personal, family, or household use, or borrowers with 10 or fewer investment properties. The bill would require the borrower to affirm that they are experiencing a financial hardship during the wildfire disaster. Because the bill would expand the crime of perjury, the bill would impose a state-mandated local program. (Based on 03/14/2025 text)

Location: 03/20/2025 - Assembly
THIRD READING

Current Text: 03/14/2025 - Amended

Last Amend: 03/14/2025

AB 259

Rubio, Blanca (D)

HTML

PDF

Open meetings: local agencies: teleconferences.

Progress bar



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

Summary: The Ralph M. Brown Act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely. (Based on 01/16/2025 text)

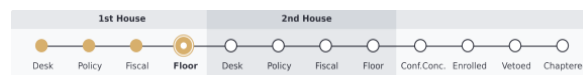
Location: 02/10/2025 - Assembly L. GOV.**Current Text:** 01/16/2025 - Introduced

AB 261

Quirk-Silva (D)

HTML

PDF

Fire safety: fire hazard severity zones: State Fire Marshal.**Progress bar****Bill information****Status:** 03/25/2025 - From committee: Amend, and do pass as amended and re-refer to Com. on E.M with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (March 24).

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

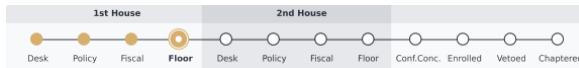
Location: 03/24/2025 - Assembly
CONSENT CALENDAR**Current Text:** 01/16/2025 - Introduced

AB 266

Davies (R)

HTML

PDF

Freeway Service Patrol Act: sponsorship agreement.**Progress bar****Bill information**

Status: 03/25/2025 - From committee: Do pass. To Consent Calendar. (Ayes 16. Noes 0.) (March 24).

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

Location: 03/24/2025 - Assembly
CONSENT CALENDAR

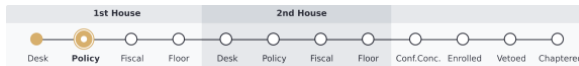
Current Text: 01/17/2025 - Introduced

AB 267

Macedo (R)

HTML

PDF

Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.**Progress bar****Bill information**

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

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

Location: 02/18/2025 - Assembly
TRANS.

Current Text: 01/17/2025 - Introduced

AB 273

Sanchez (R)

HTML

PDF

Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.**Progress bar****Bill information**

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

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

would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure. (Based on 01/21/2025 text)

Location: 02/18/2025 - Assembly
TRANS.

Current Text: 01/21/2025 - Introduced

AB 289

Haney (D)

HTML

PDF

State highway work zone speed safety program.

Progress bar



Bill information

Status: 03/25/2025 - Re-referred to Com. on TRANS.

Summary: Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Current law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 75 speed safety systems on state highway construction or maintenance areas, as specified. (Based on 03/24/2025 text)

Location: 02/10/2025 - Assembly
TRANS.

Current Text: 03/24/2025 - Amended

Last Amend: 03/24/2025

AB 294

Gallagher (R)

HTML

PDF

Recovery from disaster or emergency: funding priority.

Progress bar



Bill information

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

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

Location: 02/10/2025 - Assembly
EMERGENCY
MANAGEMENT

Current Text: 01/23/2025 - Introduced

AB 306

Schultz (D)

HTML

PDF

Building regulations: state building standards.

Progress bar



Bill information

Status: 03/20/2025 - Read second time. Ordered to third reading.

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. (Based on 03/12/2025 text)

Location: 03/20/2025 - Assembly
THIRD READING

Current Text: 03/12/2025 - Amended

Last Amend: 03/12/2025

AB 307

Petrie-Norris (D)

HTML

PDF

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

Progress bar



Bill information

Status: 03/24/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

Summary: The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 authorized the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart, sustainable, and resilient farms, ranches, and working lands, park creation and outdoor access, and clean air programs. Of these funds, the act makes available \$1,500,000,000, upon appropriation by the Legislature, for wildfire prevention, including, among other things, by making \$25,000,000 available, upon

appropriation by the Legislature, to the Department of Forestry and Fire Protection for technologies that improve detection and assessment of new fire ignitions. This bill would require, of the \$25,000,000 made available to the department, \$10,000,000 be allocated for purposes of the ALERTCalifornia fire camera mapping system. (Based on 01/23/2025 text)

Location:	02/10/2025 - Assembly NAT. RES.	Current Text:	01/23/2025 - Introduced
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AB 314

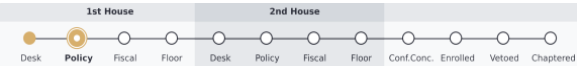
Arambula (D)

HTML

PDF

California Environmental Quality Act: major transit stop.

Progress bar



Bill information

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

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would additionally define “major transit stop” to include a planned or existing high-speed rail station. Because the bill would require a lead agency to make an additional determination as to whether a location is a major transit stop for purposes of determining whether residential or mixed-use residential projects are exempt from CEQA, this bill would impose a state-mandated local program. (Based on 01/23/2025 text)

Location:	02/10/2025 - Assembly NAT. RES.	Current Text:	01/23/2025 - Introduced
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AB 317

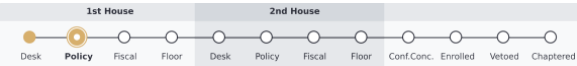
Jackson (D)

HTML

PDF

California First Time Homeowner Dream Act.

Progress bar



Bill information

Status: 03/03/2025 - Referred to Coms. on NAT. RES. and Rev. & Tax.

Summary: The California Environmental Quality Act requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law exempts various projects from CEQA, including projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. This bill would exempt from CEQA the new construction of a single-family dwelling that meets specified conditions, including that the project contains one single-family dwelling that is 1,500 square feet or less with no more than 3 bedrooms, the property is intended to be sold to a first-time homebuyer, and the lead agency determines that the developer of the project or the property owner provided

sufficient legal commitments to meet the requirements of the exemption. The bill would require the lead agency, if it determines that a project qualifies for the exemption, to file a notice of exemption with the Office of Land Use and Climate Innovation, formerly known as the Office of Planning and Research, and the county clerk, as specified. By placing additional requirements on the lead agency to make a determination on whether the CEQA exemption applies, and on local agencies to determine whether the project developer provided sufficient legal commitments, as described, the bill would impose a state-mandated local program. (Based on 01/24/2025 text)

Location: 03/03/2025 - Assembly NAT.
RES.

Current Text: 01/24/2025 - Introduced

AB 334

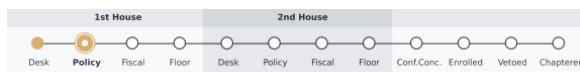
Petrie-Norris (D)

HTML

PDF

Operators of toll facilities: interoperability programs: vehicle information.

Progress bar



Bill information

Status: 03/25/2025 - 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.

Summary: Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability. (Based on 01/28/2025 text)

Location: 03/24/2025 - Assembly P. & C.P.

Current Text: 01/28/2025 - Introduced

AB 339

Ortega (D)

HTML

PDF

Local public employee organizations: notice requirements.

Progress bar



Bill information

Status: 03/19/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (March 19). Re-referred to Com. on APPR.

Summary: The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Current law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Current law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to

each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. (Based on 01/28/2025 text)

Location: 03/19/2025 - Assembly
APPR.

Current Text: 01/28/2025 - Introduced

[AB 370](#)

[Carrillo \(D\)](#)

[HTML](#)

[PDF](#)

California Public Records Act: cyberattacks.

Progress bar



Bill information

Status: 03/13/2025 - Re-referred to Com. on APPR.

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. (Based on 03/12/2025 text)

Location: 03/11/2025 - Assembly APPR.

Current Text: 03/12/2025 - Amended

Last Amend: 03/12/2025

[AB 390](#)

[Wilson \(D\)](#)

[HTML](#)

[PDF](#)

Vehicles: highway safety.

Progress bar



Bill information

Status: 03/25/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 24). Re-referred to Com. on APPR.

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. (Based on 03/11/2025 text)

Location: 03/24/2025 - Assembly APPR.

Current Text: 03/11/2025 - Amended
Last Amend: 03/11/2025

AB 394

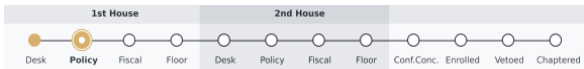
Wilson (D)

HTML

PDF

Public transportation providers.

Progress bar



Bill information

Status: 03/25/2025 - Re-referred to Com. on PUB. S.

Summary: 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 include stalking against any of those persons and would also have the crime apply when it occurs against an employee, public transportation provider, or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified. The bill would make a violation of a prohibition order a misdemeanor, as specified. (Based on 03/24/2025 text)

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

Current Text: 03/24/2025 - Amended
Last Amend: 03/24/2025

AB 431

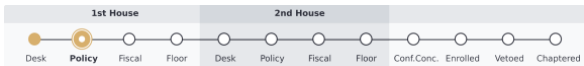
Wilson (D)

HTML

PDF

Advanced Air Mobility Infrastructure Act.

Progress bar



Bill information

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

Summary: The State Aeronautics Act governs various matters relative to aviation in the state, and authorizes the Department of Transportation to adopt, administer, and enforce rules and regulations for the administration of the act. Current law establishes the Advanced Air Mobility, Zero-Emission, and Electrification Aviation Advisory Panel to assess the feasibility and readiness of existing infrastructure to support a vertiport network to facilitate the development of advanced air mobility services, the development of a 3-year prioritized workplan for the state to advance advanced air mobility services, and pathways for promoting equity of access to advanced air mobility infrastructure, as specified. Current law requires the department, not later than January 1, 2025, to report to the Legislature on the infrastructure feasibility and readiness study and the 3-year prioritized workplan. This bill, the Advanced Air Mobility Infrastructure Act, would require the department to take certain actions related to advanced air mobility, as

defined, including, among other things, developing a statewide plan, or updating the statewide aviation plan, to include vertiports, electric aviation charging, and the infrastructure needs of other advances in aviation technology, and designating a subject matter expert for advanced air mobility within the department, as specified. (Based on 02/05/2025 text)

Location: 02/18/2025 - Assembly
TRANS.

Current Text: 02/05/2025 - Introduced

AB 440

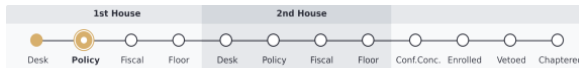
Ramos (D)

HTML

PDF

Suicide prevention.

Progress bar



Bill information

Status: 03/17/2025 - Re-referred to Com. on Health. pursuant to Assembly Rule 96.

Summary: Current law authorizes the Office of Suicide Prevention, 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 identify state bridges and roadways that have a history of a relatively high number of suicide-related deaths. The bill would also require the office to work with the Department of Transportation to identify cost-effective strategies to reduce suicides on the state's bridges and roadways. This bill would require the office to prepare and submit a report to the Legislature and the relevant policy committees on the strategies that it identifies on or before December 31, 2026. The bill would repeal its provisions on January 1, 2028. (Based on 03/05/2025 text)

Location: 03/17/2025 - Assembly
HEALTH

Current Text: 03/05/2025 - Amended

Last Amend: 03/05/2025

AB 443

Bennett (D)

HTML

PDF

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

Progress bar



Bill information

Status: 03/13/2025 - Referred to Coms. on U. & E. and NAT. RES.

Summary: Current law requires the State Energy Resources Conservation and Development Commission, beginning November 1, 2003, and biennially thereafter, to adopt an integrated energy policy report that contains an overview of major energy trends and issues facing the state, presents policy recommendations based on an in-depth and integrated analysis of the most current and pressing energy issues facing the state, and includes an assessment and forecast of system reliability and the need for resource additions, efficiency, and conservation, as specified. Current law also requires the commission, beginning November 1, 2004, and biennially thereafter, to prepare an energy policy review to update analyses from the integrated energy policy report or to raise energy issues that have emerged since the release of the integrated energy policy report, as specified. This bill would require the commission, as part of the 2027 edition of the integrated energy policy report, to include an assessment of the potential for using curtailed solar and wind generation to produce hydrogen, as provided. (Based on 02/06/2025 text)

Location: 03/13/2025 - Assembly U. & E.

Current Text: 02/06/2025 - Introduced

AB 444

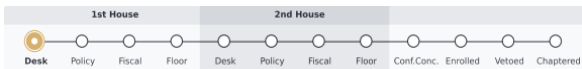
Wilson (D)

HTML

PDF

General plan: circulation element.

Progress bar



Bill information

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

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

Location: 02/06/2025 - Assembly
PRINT

Current Text: 02/06/2025 - Introduced

AB 467

Fong (D)

HTML

PDF

Open meetings: teleconferences: neighborhood councils.

Progress bar



Bill information

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

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

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

Current Text: 02/06/2025 - Introduced

AB 488

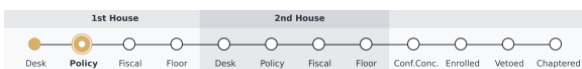
Tangipa (R)

HTML

PDF

Insurance: the California FAIR Plan Association.

Progress bar



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

Summary: Current law required, within 90 days after July 23, 2021, the California FAIR Plan Association to file a new or amended rate application for basic property insurance with the Insurance Commissioner. Current law also requires the association to establish and maintain a statewide toll-free telephone number through which a person may receive information and assistance in applying for insurance through the plan and to cause the toll-free telephone number to be published in all general distribution telephone directories in the state. This bill would repeal the requirement to file a new or amended rate application and would delete the requirement that the toll-free number be published in all general distribution telephone directories in the state. (Based on 02/10/2025 text)

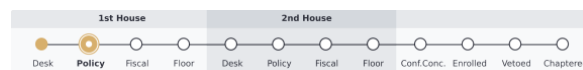
Location: 02/24/2025 - Assembly INS.**Current Text:** 02/10/2025 - Introduced

AB 505

Castillo (R)

HTML

PDF

Multifamily Housing Program: Homekey: report.**Progress bar****Bill information****Status:** 02/24/2025 - Referred to Com. on H. & C.D.

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

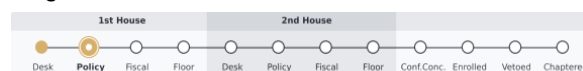
Location: 02/24/2025 - Assembly H. & C.D.**Current Text:** 02/10/2025 - Introduced

AB 507

Haney (D)

HTML

PDF

Adaptive reuse: streamlining: incentives.**Progress bar****Bill information****Status:** 02/24/2025 - Referred to Coms. on H. & C.D. and L. GOV.

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit, if the development

satisfies certain objective planning standards, including that the development is a multifamily housing development that contains two or more residential units. This bill would deem an adaptive reuse project a use by right in all zones, regardless of the zoning of the site, and subject to a streamlined, ministerial review process if the project meets specified requirements, subject to specified exceptions. In this regard, an adaptive reuse project, in order to qualify for the streamlined, ministerial review process, would be required to be proposed for an existing building that is less than 50 years old or meets certain requirements regarding the preservation of historic resources, including the signing of an affidavit declaring that the project will comply with the United States Secretary of the Interior's Standards for Rehabilitation for, among other things, the preservation of exterior facades of a building that face a street, or receive federal or state historic rehabilitation tax credits, as specified. The bill would require an adaptive reuse project to meet specified affordability criteria. In this regard, the bill would require an adaptive reuse project for rental housing to include either 8% of the unit for very low income households and 5% of the units for extremely low income households or 15% of the units for lower income households. (Based on 02/10/2025 text)

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

Current Text: 02/10/2025 - Introduced

AB 513

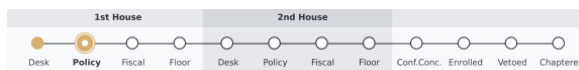
Gonzalez, Jeff (R)

HTML

PDF

California Global Warming Solutions Act of 2006: scoping plan.

Progress bar



Bill information

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

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

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

Current Text: 02/10/2025 - Introduced

AB 520

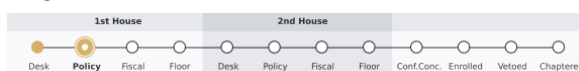
Castillo (R)

HTML

PDF

Homelessness and mental health: state funding information.

Progress bar



Bill information

Status: 03/17/2025 - Referred to Coms. on H. & C.D. and HUM. S.

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. (Based on 02/10/2025 text)

Location: 03/17/2025 - Assembly H. & C.D.

Current Text: 02/10/2025 - Introduced

AB 541

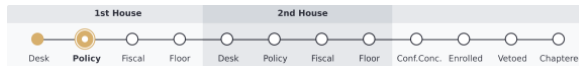
DeMaio (R)

HTML

PDF

California Public Records Act Ombudsperson.

Progress bar



Bill information

Status: 03/25/2025 - Re-referred to Com. on JUD.

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. (Based on 03/24/2025 text)

Location: 03/24/2025 - Assembly JUD.

Current Text: 03/24/2025 - Amended

Last Amend: 03/24/2025

AB 555

Jackson (D)

HTML

PDF

Air resources: regulatory impacts: transportation fuel costs.

Progress bar



Bill information

Status: 03/17/2025 - Referred to Com. on NAT. RES.

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

Location: 03/17/2025 - Assembly NAT.
RES.

Current Text: 02/12/2025 - Introduced

AB 567

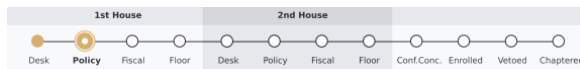
DeMaio (R)

HTML

PDF

Insurance: residential and commercial.

Progress bar



Bill information

Status: 03/11/2025 - Re-referred to Com. on INS.

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. (Based on 03/10/2025 text)

Location: 03/10/2025 - Assembly INS.

Current Text: 03/10/2025 - Amended

Last Amend: 03/10/2025

AB 590

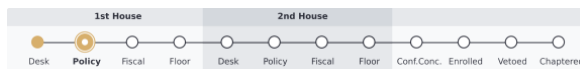
Lee (D)

HTML

PDF

Social Housing Bond Act of 2026.

Progress bar



Bill information

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

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

Legislature, to provide zero-interest loan for the purpose of constructing housing to accommodate a mix of household incomes. (Based on 02/12/2025 text)

Location:	03/03/2025 - Assembly H. & C.D.	Current Text:	02/12/2025 - Introduced
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AB 609

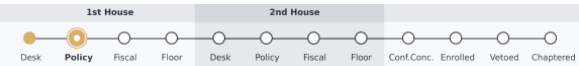
Wicks (D)

HTML

PDF

California Environmental Quality Act: exemption: housing development projects.

Progress bar



Bill information

Status: 03/25/2025 - Re-referred to Com. on NAT. RES.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements 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. (Based on 03/24/2025 text)

Location:	03/24/2025 - Assembly NAT. RES.	Current Text:	03/24/2025 - Amended
		Last Amend:	03/24/2025

AB 612

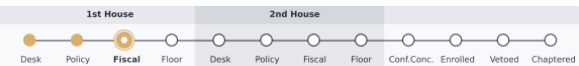
Rogers (D)

HTML

PDF

Transportation: Highway Design Manual: emergency response times.

Progress bar



Bill information

Status: 03/25/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 24). Re-referred to Com. on APPR.

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

Location:	03/24/2025 - Assembly APPR.	Current Text:	02/13/2025 - Introduced
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AB 657

Alvarez (D)

HTML

PDF

Department of Transportation: state highways.

Progress bar



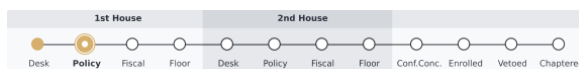
Bill information

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

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

Location: 02/14/2025 - Assembly
PRINT

Current Text: 02/14/2025 - Introduced

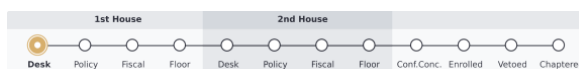
[AB 670](#)
[Quirk-Silva \(D\)](#)
[HTML](#)
[PDF](#)
Planning and zoning: housing element: converted affordable housing units.**Progress bar****Bill information**

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

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

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

Current Text: 02/14/2025 - Introduced

[AB 698](#)
[Wicks \(D\)](#)
[HTML](#)
[PDF](#)
Housing Accountability Act.**Progress bar****Bill information**

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

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

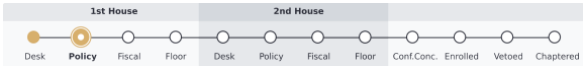
Location: 02/14/2025 - Assembly
PRINT

Current Text: 02/14/2025 - Introduced

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

Housing reform laws: enforcement actions: fines and penalties.

Progress bar



Bill information

Status: 03/11/2025 - Re-referred to Com. on H. & C.D.

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. Current 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. (Based on 03/10/2025 text)

Location:	03/10/2025 - Assembly H. & C.D.	Current Text:	03/10/2025 - Amended
		Last Amend:	03/10/2025

AB 716

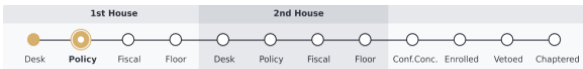
Carrillo (D)

HTML

PDF

Fire safety standards: hydrogen facilities.

Progress bar



Bill information

Status: 03/25/2025 - Re-referred to Com. on E.M.

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 prohibit local governments from adopting more stringent fire safety standards than the statewide fire safety standards. 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. (Based on 03/24/2025 text)

Location:	03/24/2025 - Assembly EMERGENCY MANAGEMENT	Current Text:	03/24/2025 - Amended
		Last Amend:	03/24/2025

AB 726

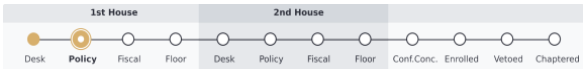
Ávila Farías (D)

HTML

PDF

Planning and zoning: annual report: rehabilitated units.

Progress bar



Bill information

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

Summary:

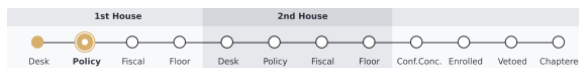
The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires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

Location:

03/03/2025 - Assembly H. & C.D.

Current Text:

02/18/2025 - Introduced

[AB 735](#)
[Carrillo \(D\)](#)
[HTML](#)
[PDF](#)
Planning and zoning: logistics use: truck routes.**Progress bar****Bill information****Status:**

03/10/2025 - Referred to Com. on L. GOV.

Summary:

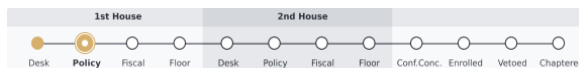
Current law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, 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 compliant with building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Current law also defines the term "expansion of an existing logistics use" for purposes of those provisions. This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the application for a development of a 21st century warehouse is submitted and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. (Based on 02/18/2025 text)

Location:

03/10/2025 - Assembly L. GOV.

Current Text:

02/18/2025 - Introduced

[AB 736](#)
[Wicks \(D\)](#)
[HTML](#)
[PDF](#)
The Affordable Housing Bond Act of 2026.**Progress bar****Bill information****Status:**

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

Summary:

Would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be

used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 02/18/2025 text)

Location:	03/03/2025 - Assembly H. & C.D.	Current Text:	02/18/2025 - Introduced
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AB 782

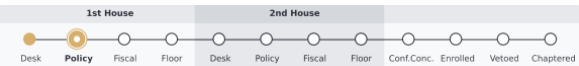
Quirk-Silva (D)

HTML

PDF

Subdivision Map Act: security.

Progress bar



Bill information

Status:	03/25/2025 - Re-referred to Com. on L. GOV.
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. (Based on 03/24/2025 text)

Location:	03/24/2025 - Assembly L. GOV.	Current Text:	03/24/2025 - Amended
		Last Amend:	03/24/2025

AB 790

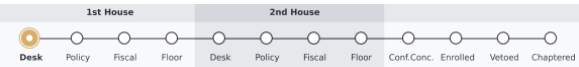
Ávila Farías (D)

HTML

PDF

Housing.

Progress bar



Bill information

Status:	02/19/2025 - From printer. May be heard in committee March 21.
Summary:	The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. Current law requires the building department of every city or county to enforce within its jurisdiction the provisions of the California Building Standards Code, the provisions of the State Housing Law, and specified other rules and regulations promulgated pursuant to that law. This bill would express the intent of the Legislature to enact legislation relating to housing. (Based on 02/18/2025 text)

Location:	02/18/2025 - Assembly PRINT	Current Text:	02/18/2025 - Introduced
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AB 854

Petrie-Norris (D)

HTML

PDF

California Environmental Quality Act: exemption: residential projects.

Progress bar**Bill information**

Status:	03/25/2025 - Re-referred to Com. on NAT. RES.		
Summary:	The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements a residential project on an urbanized infill site that meets certain requirements, including that the site of the project is not more than 4 acres in total area. This bill would expand the exemption by increasing the size of a residential project that would qualify for the exemption to include a project of not more than 5 acres in total area. The bill would require a lead agency approving an exempt residential project on an urbanized infill site to file a notice of exemption with the Office of Land Use and Climate Innovation, as specified. (Based on 03/24/2025 text)		
Location:	03/24/2025 - Assembly NAT. RES.	Current Text:	03/24/2025 - Amended
		Last Amend:	03/24/2025

AB 891

Zbur (D)

[HTML](#)[PDF](#)**Transportation: Quick-Build Project Pilot Program.****Progress bar****Bill information**

Status:	03/03/2025 - Referred to Com. on TRANS.		
Summary:	Would establish the Quick-Build Project Pilot Program within the Department of Transportation's maintenance program to expedite development and implementation of low-cost projects on the state highway system, as specified. The bill would require the department, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build projects. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build projects statewide. (Based on 02/19/2025 text)		
Location:	03/03/2025 - Assembly TRANS.	Current Text:	02/19/2025 - Introduced

AB 902

Schultz (D)

[HTML](#)[PDF](#)**Transportation planning and programming: barriers to wildlife movement.****Progress bar****Bill information**

Status:	03/17/2025 - Referred to Coms. on TRANS. and L. GOV.		
Summary:	Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035,		

respectively. This bill would require the regional transportation plan or sustainable communities strategy, upon the adoption or next revision on or after January 1, 2028, to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas that are partially or fully within the region of the metropolitan planning organization or transportation planning agency, and consider the impacts of development and the barriers caused by transportation infrastructure and development to wildlife and habitat connectivity. The bill would also require metropolitan planning organizations and regional transportation agencies, in implementing those requirements, to, among other things, incorporate appropriate standards, policies, and feasible implementation programs, consult with certain entities, and consider relevant best available science as appropriate. (Based on 02/19/2025 text)

Location:	03/17/2025 - Assembly TRANS.	Current Text:	02/19/2025 - Introduced
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AB 906

González, Mark (D)

HTML

PDF

Planning and zoning: housing elements.

Progress bar



Bill information

Status: 03/10/2025 - Referred to Coms. on H. & C.D. and L. GOV.

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

Location:	03/10/2025 - Assembly H. & C.D.	Current Text:	02/19/2025 - Introduced
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AB 915

Petrie-Norris (D)

HTML

PDF

Clean Energy Reliability Investment Plan.

Progress bar



Bill information

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

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

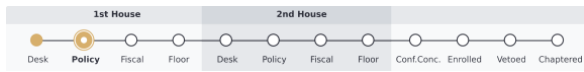
Location:	02/19/2025 - Assembly PRINT	Current Text:	02/19/2025 - Introduced
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AB 920

Caloza (D)

HTML

PDF

Permit Streamlining Act: housing development projects: centralized application portal.**Progress bar****Bill information****Status:** 03/25/2025 - Re-referred to Com. on L. GOV.

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 that has an internet website to make a centralized application portal available on its website to an applicant for a housing development project. (Based on 03/24/2025 text)

Location: 03/24/2025 - Assembly L. GOV.

Current Text: 03/24/2025 - Amended

Last Amend: 03/24/2025

AB 939

Schultz (D)

HTML

PDF

The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.**Progress bar****Bill information****Status:** 03/10/2025 - Referred to Com. on TRANS.

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

Location: 03/10/2025 - Assembly TRANS.

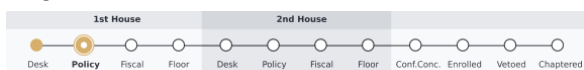
Current Text: 02/19/2025 - Introduced

AB 954

Bennett (D)

HTML

PDF

State transportation improvement program: bicycle highway pilot program.**Progress bar****Bill information****Status:** 03/10/2025 - Referred to Com. on TRANS.

Summary: Would require the Department of Transportation 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. The bill would require the department, on or before July 1, 2031, to report to the relevant policy committees of the Legislature on the status of the pilot program and recommendations for the development of additional networks of bicycle highways. (Based on 02/20/2025 text)

Location: 03/10/2025 - Assembly
TRANS.

Current Text: 02/20/2025 - Introduced

AB 956

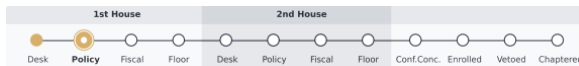
Quirk-Silva (D)

HTML

PDF

Accessory dwelling units: ministerial approval: single-family dwellings.

Progress bar



Bill information

Status: 03/18/2025 - Re-referred to Com. on H. & C.D.

Summary: 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. By imposing new duties on local governments with respect to the approval of accessory dwelling units, the bill would impose a state-mandated local program. (Based on 03/17/2025 text)

Location: 03/17/2025 - Assembly H. &
C.D.

Current Text: 03/17/2025 - Amended

Last Amend: 03/17/2025

AB 975

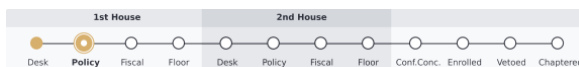
Gallagher (R)

HTML

PDF

California Environmental Quality Act: lake and streambed alteration agreements: exemptions: culverts and bridges.

Progress bar



Bill information

Status: 03/19/2025 - Re-referred to Com. on NAT. RES.

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. Current law also establishes various exemptions from these provisions. This bill would exempt from these provisions emergency projects undertaken, carried out, or approved by a state or local government agency to maintain, repair, restore, or reconstruct a bridge 30 feet long or less or reconstruct a culvert 70 feet long or less, that has been damaged as a result of

fire, flood, storm, earthquake, land subsidence, gradual earth movement, or landslide, within one year of the damage. (Based on 03/18/2025 text)

Location: 03/10/2025 - Assembly NAT.
RES.

Current Text: 03/18/2025 - Amended

Last Amend: 03/18/2025

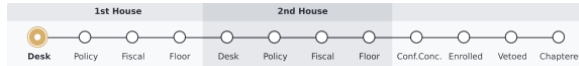
AB 1010

Rodriguez, Michelle (D)

[HTML](#)[PDF](#)

Local government: broadband: traffic control requirements: state standard.

Progress bar



Bill information

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

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. (Based on 02/20/2025 text)

Location: 02/20/2025 - Assembly
PRINT

Current Text: 02/20/2025 - Introduced

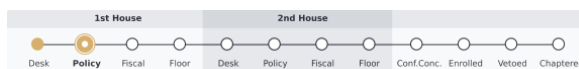
AB 1089

Carrillo (D)

[HTML](#)[PDF](#)

Western Joshua Tree Conservation Act: industrial projects and commercial projects.

Progress bar



Bill information

Status: 03/25/2025 - Re-referred to Com. on W. P., & W.

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. (Based on 03/24/2025 text)

Location: 03/24/2025 - Assembly W.,P.
& W.

Current Text: 03/24/2025 - Amended

Last Amend: 03/24/2025

AB 1114

Ávila Fariás (D)

HTML

PDF

Emergency vehicles: fee and toll exemptions.**Progress bar****Bill information****Status:** 03/10/2025 - Referred to Com. on TRANS.

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

Location: 03/10/2025 - Assembly
TRANS.**Current Text:** 02/20/2025 - Introduced

AB 1132

Schiavo (D)

HTML

PDF

Department of Transportation: climate change vulnerability assessment: community resilience assessment.**Progress bar****Bill information****Status:** 03/13/2025 - Referred to Com. on TRANS.

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

Location: 03/13/2025 - Assembly
TRANS.**Current Text:** 02/20/2025 - Introduced

AB 1154

Carrillo (D)

HTML

PDF

Accessory dwelling units: junior accessory dwelling units.**Progress bar****Bill information**

Status: 03/10/2025 - Referred to Coms. on H. & C.D. and L. GOV.

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

Location: 03/10/2025 - Assembly H. & C.D.

Current Text: 02/20/2025 - Introduced

AB 1165

Gipson (D)

HTML

PDF

California Housing Justice Act of 2025.

Progress bar



Bill information

Status: 03/25/2025 - Re-referred to Com. on H. & C.D.

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. (Based on 03/24/2025 text)

Location: 03/24/2025 - Assembly H. & C.D.

Current Text: 03/24/2025 - Amended

Last Amend: 03/24/2025

AB 1198

Haney (D)

HTML

PDF

Public works: prevailing wages.

Progress bar



Bill information

Status: 03/10/2025 - Referred to Com. on L. & E.

Summary:

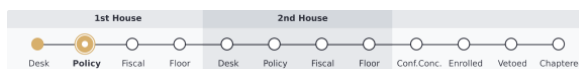
Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law requires the body awarding a contract for a public work to obtain from the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

Location:

03/10/2025 - Assembly L. & E.

Current Text:

02/21/2025 - Introduced

[AB 1206](#)
[Harabedian \(D\)](#)
[HTML](#)
[PDF](#)
Single-family and multifamily housing units: preapproved plans.**Progress bar****Bill information****Status:**

03/13/2025 - Referred to Coms. on H. & C.D. and L. GOV.

Summary:

The Planning and Zoning Law provides for the adoption and administration of zoning laws, ordinances, rules and regulations by counties and cities and the implementation of those general plans as may be in effect in those counties or cities. In that regard, current law requires each local agency, by January 1, 2025, to develop a program for the preapproval of accessory dwelling unit plans. This bill would require each local agency, by January 1, 2026, to develop a program for the preapproval of single-family and multifamily residential housing plans, whereby the local agency accepts single-family and multifamily plan submissions for preapproval and approves or denies the preapproval applications, as specified. The bill would authorize a local agency to charge a fee to an applicant for the preapproval of a single-family or multifamily residential housing plan, as specified. The bill would require the local agency to post preapproved single-family or multifamily residential housing plans and the contact information of the applicant on the local agency's internet website. The bill would require a local agency to either approve or deny an application for a single-family or multifamily residential housing unit within 30 days that utilizes either a single-family or multifamily residential housing unit plan preapproved within the current triennial California Building Standards Code rulemaking cycle or a plan that is identical to a plan used in an application for a single-family or multifamily residential housing unit approved by the local agency within the current triennial California Building Standards Code rulemaking cycle. (Based on 02/21/2025 text)

Location:

03/13/2025 - Assembly H. & C.D.

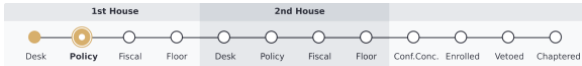
Current Text:

02/21/2025 - Introduced

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

Climate change: market-based compliance mechanism: price ceiling.

Progress bar



Bill information

Status:	03/18/2025 - Re-referred to Com. on NAT. RES.		
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. (Based on 03/17/2025 text)		
Location:	03/17/2025 - Assembly NAT. RES.	Current Text:	03/17/2025 - Amended
		Last Amend:	03/17/2025

AB 1257

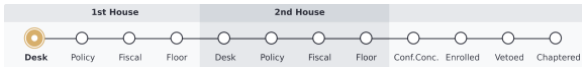
Lackey (R)

HTML

PDF

Department of Transportation: state highways.

Progress bar



Bill information

Status:	02/24/2025 - Read first time.		
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. (Based on 02/21/2025 text)		
Location:	02/21/2025 - Assembly PRINT	Current Text:	02/21/2025 - Introduced

AB 1275

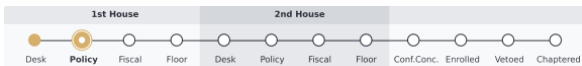
Elhawary (D)

HTML

PDF

Regional housing needs: regional transportation plan.

Progress bar



Bill information

Status:	03/25/2025 - Re-referred to Com. on H. & C.D.		
Summary:	Existing law, 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. Existing law 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. This bill would, except for cities and counties without a council of governments, instead require the department, in consultation with		

each council of governments, to determine each region's existing and projected housing need at least 3 years before the scheduled revision, as specified. (Based on 03/24/2025 text)

Location:	03/24/2025 - Assembly H. & C.D.	Current Text:	03/24/2025 - Amended
		Last Amend:	03/24/2025

AB 1294

Haney (D)

HTML

PDF

Planning and zoning: housing development: standardized application form.

Progress bar



Bill information

Status: 03/18/2025 - Re-referred to Com. on H. & C.D.

Summary: The Permit Streamlining Act, among other things, requires each public agency to provide a development project applicant with a list that specifies the information that will be required from any applicant for a development project. The act requires a public agency that has received an application for a development project to determine in writing whether the application is complete within 30 calendar days and to immediately transmit the determination to the applicant of the development project. This bill would require that an application for a housing entitlement, as defined, be deemed complete upon payment of the permit processing fees and upon providing specified information, including, among other things, the information required in the above-described list provided by the public agency. The bill would require the Department of Housing and Community Development to adopt a standardized application form that applicants for a housing entitlement may use for the purpose of satisfying these requirements and would require a city, county, or city and county to accept an application submitted on the standardized application form. The bill would prohibit the city, county, or city and county from requiring submission of any other forms, beside the standardized application form, except as specified. This bill would prohibit a city, county, or city and county from requiring certain information or approvals, including, among others, any requirement for preapplication submissions, approvals, reviews, meetings, consultations, public outreach notices, or any other preapplication requirements, as a condition of determining that an application for a housing entitlement is complete. The bill would prohibit a city, county, or city and county from imposing a penalty or an additional fee, processing requirement, or submittal requirement as a consequence of an applicant using the standardized application form. (Based on 03/17/2025 text)

Location:	03/17/2025 - Assembly H. & C.D.	Current Text:	03/17/2025 - Amended
		Last Amend:	03/17/2025

AB 1343

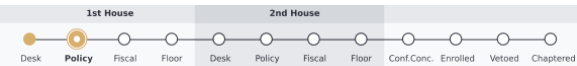
Gallagher (R)

HTML

PDF

Local alternative transportation improvement program: Feather River crossing.

Progress bar



Bill information

Status: 03/17/2025 - Re-referred to Com. on TRANS.

Summary: Current law vests the Department of Transportation with full possession and control of the state highway system and associated property. 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. The bill would require the commission to have the final authority regarding the content and approval of the local alternative transportation improvement program, and would prohibit the commission from approving the local alternative transportation improvement program after July 1, 2030. (Based on 03/13/2025 text)

Location:	03/13/2025 - Assembly TRANS.	Current Text:	03/13/2025 - Amended
		Last Amend:	03/13/2025

AB 1407

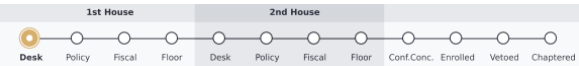
Wallis (R)

HTML

PDF

Planning and Zoning Law: housing elements.

Progress bar



Bill information

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

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

Location:	02/21/2025 - Assembly PRINT	Current Text:	02/21/2025 - Introduced
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AB 1421

Wilson (D)

HTML

PDF

Vehicles: Road Usage Charge Technical Advisory Committee.

Progress bar



Bill information

Status: 03/13/2025 - Referred to Com. on TRANS.

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. (Based on 02/21/2025 text)

Location: 03/13/2025 - Assembly
TRANS.

Current Text: 02/21/2025 - Introduced

AB 1430

Bennett (D)

HTML

PDF

County recorders: fees.

Progress bar



Bill information

Status: 03/18/2025 - Re-referred to Com. on L. GOV.

Summary: Current law establishes the office of county recorder and requires the county recorder to accept for recordation any instrument, paper, or notice that is authorized or required to be recorded, subject to the collection of specified fees. Current law prohibits the fee for recording and indexing an instrument, paper, or notice from exceeding \$10 for recording the first page and \$3 for each additional page, which charges are to reimburse the county for the costs of services rendered. Current law requires \$1 of each \$3 fee for each additional page to be deposited in the county general fund. This bill would set the fee for recording and indexing at \$15 for recording the first page and \$4 for each additional page but would prohibit the fees from exceeding the reasonable costs of the county recorder's office for providing these services. The bill would provide that these funds are to be dedicated to, and solely utilized for, the county recorder's office, as specified. (Based on 03/17/2025 text)

Location: 03/17/2025 - Assembly L. GOV.

Current Text: 03/17/2025 - Amended

Last Amend: 03/17/2025

AB 1491

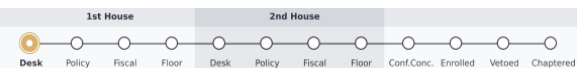
Ta (R)

HTML

PDF

Transportation: road safety.

Progress bar



Bill information

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

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 local 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. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly
PRINT

Current Text: 02/21/2025 - Introduced

AB 1510

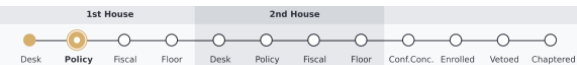
Committee on Public Employment and Retirement ()

HTML

PDF

State employees: Santa Clara Valley Transportation Authority: employee relations.

Progress bar



Bill information**Status:** 03/17/2025 - Referred to Com. on P. E. & R.

Summary: Current law requires the state to provide certain benefits and compensation to a state employee who, who as a member of the California National Guard or a United States military reserve organization, is called into active duty as a result of the Bosnia crisis on or after November 21, 1995. Current law also requires the state to provide certain benefits to a state employee who, as a member of the California National Guard or United States military reserve organization, is ordered to active duty on and after September 11, 2001, as a result of the War on Terrorism. Current law requires the state to reimburse the cost of insurance premiums for certain state employees for the period of time on active duty, not to exceed 365 calendar days. This bill would repeal the provisions requiring the state to provide benefits and compensation for a state employee called into active duty as a result of the Bosnia crisis. (Based on 03/04/2025 text)

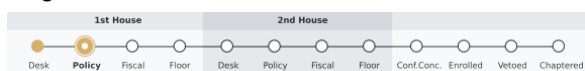
Location: 03/17/2025 - Assembly P.E. & R. **Current Text:** 03/04/2025 - Introduced

SB 2

Jones (R)

HTML

PDF

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

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

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. (Based on 03/12/2025 text)

Location: 01/29/2025 - Senate E.Q. **Current Text:** 03/12/2025 - Amended
Last Amend: 03/12/2025

SB 5

Cabaldon (D)

HTML

PDF

Infrastructure financing districts: allocation of taxes: agricultural land exclusion.**Progress bar****Bill information**

Status: 03/24/2025 - Set for hearing April 23.

Summary: The California Land Conservation Act of 1965, otherwise known as the Williamson Act, authorizes a city or county to enter into contracts with owners of agricultural land to preserve the land for agricultural use, as specified, in return for reduced property tax assessments. The act also authorizes a landowner of specified agricultural land to petition the city or county to cancel the Williamson Act contract in order to designate the land as a farmland security zone, whereby the land is eligible for a specified

property tax valuation and taxed at a reduced rate for specified special taxes. This bill would exclude the taxes levied upon a parcel of land enrolled in or subject to a Williamson Act contract or a farmland security zone contract, as specified, from the above-described allocation to the district. (Based on 12/02/2024 text)

Location: 01/29/2025 - Senate L. GOV. **Current Text:** 12/02/2024 - Introduced

SB 9

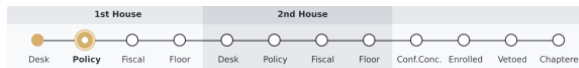
Arreguín (D)

HTML

PDF

Accessory Dwelling Units: owner-occupant requirements.

Progress bar



Bill information

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

Summary: The Planning and Zoning Law provides for the creation of an accessory dwelling unit by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards. The law prohibits a local agency from imposing an owner-occupant requirement or any additional standards, except as specified, when evaluating a proposed accessory dwelling unit on a lot that includes a proposed or existing single-family dwelling. The law also prohibits a local agency from imposing parking standards for an accessory dwelling unit, as specified, whether or not the local agency has adopted a local ordinance pursuant to these provisions. This bill would additionally prohibit a local agency from imposing an owner-occupant requirement for a proposed or existing accessory dwelling unit whether or not the local agency has adopted a local ordinance pursuant to these provisions. (Based on 12/02/2024 text)

Location: 01/29/2025 - Senate HOUSING **Current Text:** 12/02/2024 - Introduced

SB 16

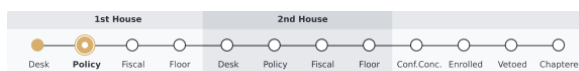
Blakespear (D)

HTML

PDF

Homeless Housing, Assistance, and Prevention program: housing element: Integrated Plan for Behavioral Health Services and Outcomes.

Progress bar



Bill information

Status: 03/25/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

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 assessment of housing needs and an inventory of resources and constraints that are relevant to meeting these needs. For a local government that does not receive funding to address the population of individuals who are unhoused pursuant to certain state programs, this bill would require the assessment to include, among other things, specified data regarding the population of individuals who are unhoused and a description of key actions that will be taken to reduce individuals who are unhoused based on the data. (Based on 03/25/2025 text)

Location: 12/02/2024 - Senate RLS. **Current Text:** 03/25/2025 - Amended
Last Amend: 03/25/2025

SB 21

Durazo (D)

HTML

PDF

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

Progress bar



Bill information

Status:

03/21/2025 - March 26 hearing postponed by committee.

Summary:

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

Location:

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

Current Text:

12/02/2024 - Introduced

SB 30

Cortese (D)

HTML

PDF

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

Progress bar



Bill information

Status:

03/25/2025 - Set for hearing April 8.

Summary:

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

Location:

02/19/2025 - Senate TRANS.

Current Text:

02/11/2025 - Amended

Last Amend:

02/11/2025

SB 63

Wiener (D)

HTML

PDF

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

Progress bar



Bill information

Status: 03/25/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Summary: 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 Metropolitan Transportation Commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed. (Based on 03/25/2025 text)

Location: 01/09/2025 - Senate RLS.

Current Text: 03/25/2025 - Amended

Last Amend: 03/25/2025

SB 65

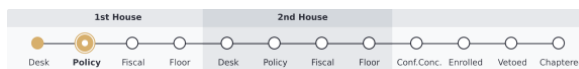
Wiener (D)

[HTML](#)

[PDF](#)

Budget Act of 2025.

Progress bar



Bill information

Status: 01/13/2025 - Read first time.

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

Location: 01/10/2025 - Senate
BUDGET & F.R.

Current Text: 01/10/2025 - Introduced

SB 71

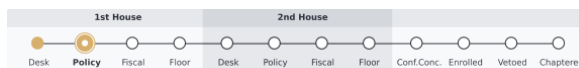
Wiener (D)

[HTML](#)

[PDF](#)

California Environmental Quality Act: exemptions: transit projects.

Progress bar



Bill information

Status: 03/25/2025 - Read second time and amended. Re-referred to Com. on TRANS.

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

qualifies for this exemption, the bill would impose a state-mandated local program. (Based on 03/25/2025 text)

Location: 03/19/2025 - Senate TRANS. **Current Text:** 03/25/2025 - Amended
Last Amend: 03/25/2025

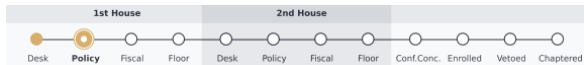
SB 73

Cervantes (D)

[HTML](#)[PDF](#)

California Environmental Quality Act: exemptions.

Progress bar



Bill information

Status: 03/13/2025 - March 19 set for second hearing canceled at the request of author.

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

Location: 01/29/2025 - Senate E.Q. **Current Text:** 01/15/2025 - Introduced

SB 74

Seyarto (R)

[HTML](#)[PDF](#)

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

Progress bar



Bill information

Status: 03/24/2025 - Set for hearing April 2. From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

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 to develop and construct infrastructure projects, as defined. The bill would authorize the office to provide funding for up to 20% of a project's 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 to the initial infrastructure's project's total cost. 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. (Based on 03/24/2025 text)

Location: 01/29/2025 - Senate L. GOV. **Current Text:** 03/24/2025 - Amended
Last Amend: 03/24/2025

SB 78

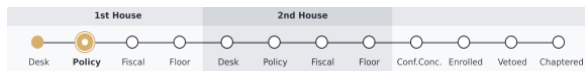
Seyarto (R)

HTML

PDF

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

Progress bar



Bill information

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

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

Location: 01/29/2025 - Senate TRANS. **Current Text:** 01/15/2025 - Introduced

SB 79

Wiener (D)

HTML

PDF

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

Progress bar



Bill information

Status: 03/12/2025 - Re-referred to Coms. on HOUSING and L. GOV.

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency. Existing 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. (Based on 03/05/2025 text)

Location: 03/12/2025 - Senate HOUSING **Current Text:** 03/05/2025 - Amended
Last Amend: 03/05/2025

SB 90

Seyarto (R)

HTML

PDF

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

Progress bar**Bill information**

Status: 03/12/2025 - Read second time and amended. Re-referred to Com. on N.R. & W.

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 provides that eligible projects include, but are not limited to, grants to local agencies, state agencies, joint powers authorities, tribes, resource conservation districts, fire safe councils, and nonprofit organizations for structure hardening of critical community infrastructure, wildfire smoke mitigation, evacuation centers, including community clean air centers, structure hardening projects that reduce the risk of wildfire for entire neighborhoods and communities, water delivery system improvements for fire suppression purposes for communities in very high or high fire hazard areas, wildfire buffers, and incentives to remove structures that significantly increase hazard risk. This bill would include in the list of eligible projects grants to the above-mentioned entities for improvements to public evacuation routes in very high and high fire hazard severity zones, mobile rigid dip tanks, as defined, to support firefighting efforts, prepositioned mobile rigid water storage, as defined, and improvements to the response and effectiveness of fire engines and helicopters. (Based on 03/12/2025 text)

Location: 03/11/2025 - Senate N.R. & W.

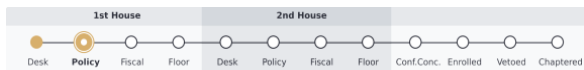
Current Text: 03/12/2025 - Amended
Last Amend: 03/12/2025

SB 92

Blakespear (D)

[HTML](#)[PDF](#)

Housing development: density bonuses: mixed-use developments.

Progress bar**Bill information**

Status: 03/24/2025 - Set for hearing April 23.

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. (Based on 03/10/2025 text)

Location: 03/18/2025 - Senate L. GOV.

Current Text: 03/10/2025 - Amended
Last Amend: 03/10/2025

SB 220

Allen (D)

HTML

PDF

Los Angeles County Metropolitan Transportation Authority.

Progress bar



Bill information

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

Summary: The Los Angeles County Metropolitan Transportation Authority is governed by a 14-member board of directors which is the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. If the number of members of the board of supervisors is increased, existing law requires the authority, within 60 days of the increase, to submit a plan to the Legislature for revising the composition of the authority. This bill would state the intent of the Legislature to enact subsequent legislation to update and modernize the membership of the board of directors of the Los Angeles County Metropolitan Transportation Authority. (Based on 01/23/2025 text)

Location: 01/23/2025 - Senate RLS.

Current Text: 01/23/2025 - Introduced

SB 222

Wiener (D)

HTML

PDF

Climate disasters: civil actions.

Progress bar



Bill information

Status: 03/25/2025 - Set for hearing April 8.

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

Location: 02/05/2025 - Senate JUD.

Current Text: 01/27/2025 - Introduced

SB 231

Seyarto (R)

HTML

PDF

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

Progress bar



Bill information

Status: 03/20/2025 - Read second time and amended. Re-referred to Com. on APPR.

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. (Based on 03/20/2025 text)

Location: 03/19/2025 - Senate APPR.

Current Text: 03/20/2025 - Amended

Last Amend: 03/20/2025

[SB 233](#)

[Seyarto \(R\)](#)

[HTML](#)

[PDF](#)

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

Progress bar



Bill information

Status: 03/18/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (March 18). Re-referred to Com. on APPR.

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 of the housing element, the Department of Housing and Community Development, in consultation with each council of governments, where applicable, to determine the existing and projected need for housing for each region, as prescribed. Current law requires, among other things, the department to meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region's housing needs at least 26 months prior to the scheduled revision of the housing element and before developing the existing and projected housing need for a region. This bill would require the department to meet and consult with the council of governments, as described above, pursuant to prescribed deadlines. For the 7th revision of the housing element, the bill would require the department to meet and consult with each council of governments at least 38 months prior to the scheduled revision, except for specified councils of governments. (Based on 03/03/2025 text)

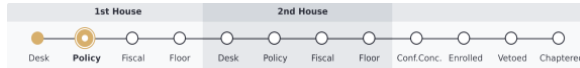
Location: 03/18/2025 - Senate APPR.**Current Text:** 03/03/2025 - Amended**Last Amend:** 03/03/2025

SB 239

Arreguín (D)

HTML

PDF

Open meetings: teleconferencing: subsidiary body.**Progress bar****Bill information****Status:** 03/24/2025 - Set for hearing April 2.

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 the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. (Based on 01/30/2025 text)

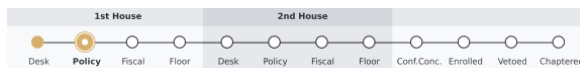
Location: 02/14/2025 - Senate L. GOV.**Current Text:** 01/30/2025 - Introduced

SB 247

Smallwood-Cuevas (D)

HTML

PDF

Construction: workforce development: public contracts.**Progress bar****Bill information****Status:** 02/14/2025 - Referred to Com. on RLS.

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

Location: 01/30/2025 - Senate RLS.**Current Text:** 01/30/2025 - Introduced

SB 262

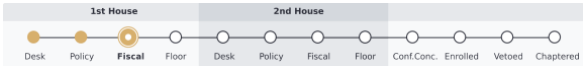
Wahab (D)

HTML

PDF

Housing element: prohousing designations: prohousing local policies.

Progress bar



Bill information

Status: 03/19/2025 - Read second time and amended. Re-referred to Com. on APPR.

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 substantial compliance with specified provisions be awarded additional points or preference in the scoring of applications for specified state programs. Current law defines “prohousing local policies” for these purposes and specifies a nonexhaustive list of examples of those policies, including local financial incentives for housing and adoption of zoning allowing for use by right for residential and mixed-use development. This bill would include in the definition of “prohousing local policies” policies that keep people housed, and would specify additional examples of prohousing local policies under the above-described provisions. (Based on 03/19/2025 text)

Location:	03/18/2025 - Senate APPR.	Current Text:	03/19/2025 - Amended
		Last Amend:	03/19/2025

SB 274

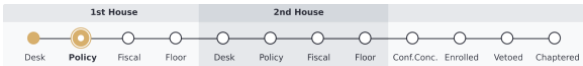
Cervantes (D)

HTML

PDF

Automated license plate recognition systems.

Progress bar



Bill information

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

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. This bill would state the intent of the Legislature to enact legislation that, among other things, imposes privacy protection requirements on cities, counties, and entities that use ALPR data. (Based on 02/04/2025 text)

Location:	02/04/2025 - Senate RLS.	Current Text:	02/04/2025 - Introduced
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SB 285

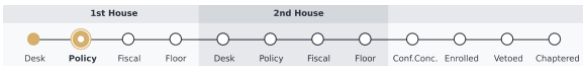
Becker (D)

HTML

PDF

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

Progress bar



Bill information

Status: 03/25/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

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 5 years. Current law requires the state board, as part of its scoping plan, to establish specified carbon dioxide removal targets for 2030 and beyond. 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. (Based on 03/25/2025 text)

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

Current Text: 03/25/2025 - Amended

Last Amend: 03/25/2025

SB 299

Cabaldon (D)

HTML

PDF

Local government: ordinances.

Progress bar



Bill information

Status: 03/24/2025 - Set for hearing April 2.

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

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

Current Text: 02/10/2025 - Introduced

SB 340

Laird (D)

HTML

PDF

General plans: housing element: emergency shelter.

Progress bar



Bill information

Status: 03/20/2025 - Set for hearing April 1 in HOUSING pending receipt.

Summary: Current law requires a city or county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, among other things. Current law requires the housing element to contain an assessment of housing needs and an inventory of resources and constraints relevant

to the meeting of these needs, including by identifying one or more zoning designations that allow residential uses, including mixed uses, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit and that are suitable for residential uses. Current law requires an emergency shelter to include other interim interventions, including, but not limited to, a navigation center, bridge housing, and respite or recuperative care. This bill would additionally require an emergency shelter to include all services provided onsite, including the addition or expansion of services that are consistent with certain written, objective standards. (Based on 03/17/2025 text)

Location:	02/12/2025 - Senate	Current Text:	03/17/2025 - Amended
	HOUSING	Last Amend:	03/17/2025

SB 358

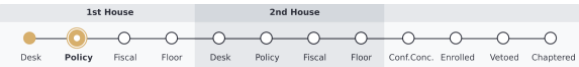
Becker (D)

HTML

PDF

Mitigation Fee Act: mitigating vehicular traffic impacts.

Progress bar



Bill information

Status:

03/24/2025 - Set for hearing April 23.

Summary:

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

Location:	02/19/2025 - Senate L. GOV.	Current Text:	02/12/2025 - Introduced
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SB 359

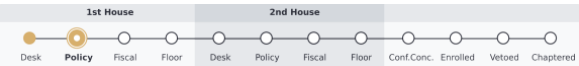
Niello (R)

HTML

PDF

Diesel Fuel Tax Law: exempt bus operation.

Progress bar



Bill information

Status:

03/18/2025 - Set for hearing May 14.

Summary:

The Diesel Fuel Tax Law imposes taxes at a specified rate with respect to the distribution or delivery of each gallon of diesel fuel, and establishes various

exemptions from those taxes, including an exemption for an exempt bus operation that consists of, among other things, a transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided. (Based on 02/13/2025 text)

Location:	02/26/2025 - Senate REV. & TAX	Current Text:	02/13/2025 - Introduced
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SB 360

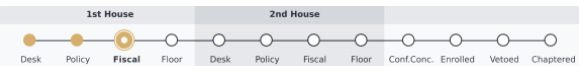
Rubio (D)

HTML

PDF

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

Progress bar



Bill information

Status: 03/25/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (March 25). Re-referred to Com. on APPR.

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

Location:	03/25/2025 - Senate APPR.	Current Text:	02/13/2025 - Introduced
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SB 410

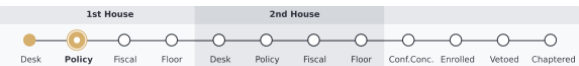
Grayson (D)

HTML

PDF

Common interest developments: disclosures to prospective purchasers: exterior elevated elements inspection.

Progress bar



Bill information

Status: 03/20/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

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

Attachment: Bill Report 4-25 (11031 : State Legislative Update)

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. (Based on 03/20/2025 text)

Location: 02/14/2025 - Senate RLS.

Current Text: 03/20/2025 - Amended

Last Amend: 03/20/2025

SB 415

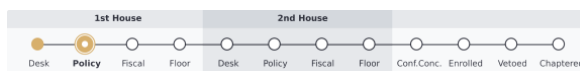
Reyes (D)

HTML

PDF

Planning and zoning: logistics use: truck routes.

Progress bar



Bill information

Status: 02/26/2025 - Referred to Com. on RLS.

Summary: Assembly Bill 98 of the 2023–24 Regular Session, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, and prohibits a city, county, or city and county from approving development of a logistics use that does not meet or exceed those standards. A.B. 98 of the 2023–24 Regular Session also, among other things, requires a county or city, by January 1, 2028, except as provided, to update their circulation element to include truck routes, and requires the South Coast Air Quality Management District, subject to an appropriation, and beginning on January 1, 2026, and until January 1, 2032, to deploy mobile air monitoring systems within the Counties of Riverside and San Bernardino to collect air pollution measurements in communities that are near operational logistics use developments, and to submit reports on its findings to the Legislature, as specified. This bill would state the intent of the Legislature to enact legislation relating to the implementation of Assembly Bill 98 of the 2023–2024 Regular Session. (Based on 02/14/2025 text)

Location: 02/14/2025 - Senate RLS.

Current Text: 02/14/2025 - Introduced

SB 417

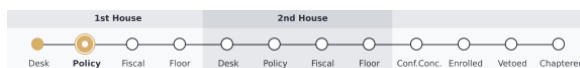
Cabaldon (D)

HTML

PDF

The Affordable Housing Bond Act of 2026.

Progress bar



Bill information

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

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

Location: 02/18/2025 - Senate RLS.

Current Text: 02/18/2025 - Introduced

SB 419

Caballero (D)

HTML

PDF

Hydrogen fuel.**Progress bar****Bill information****Status:** 03/18/2025 - Set for hearing May 14.

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

Location: 02/26/2025 - Senate REV. & TAX

Current Text: 02/18/2025 - Introduced

SB 424

Grove (R)

HTML

PDF

California Environmental Quality Act: expired regional habitat conservation plan: exemption.**Progress bar****Bill information**

Status: 03/25/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

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. (Based on 03/25/2025 text)

Location: 02/18/2025 - Senate RLS.

Current Text: 03/25/2025 - Amended

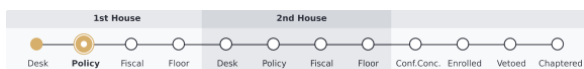
Last Amend: 03/25/2025

SB 445

Wiener (D)

HTML

PDF

Sustainable Transportation Project Permits and Cooperative Agreements.**Progress bar****Bill information**

Status: 02/26/2025 - Referred to Coms. on TRANS. and L. GOV.

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

environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. This bill would require a lead agency to provide a written notice with specified information to a third-party entity, defined by the bill to mean a local agency, electrical corporation, or private telecommunications provider, regarding its need to use, relocate, alter, change, or otherwise improve facilities, publicly owned and managed utilities, public spaces, or other publicly or privately owned facilities under the third-party entity's jurisdiction or ownership for the implementation of a sustainable transportation project. This bill would define "sustainable transportation project" to mean a project where the lead agency is a state agency, operator, or local agency that proposes the construction or modification of facilities meeting at least one of several specified criteria, including that it is exempt from CEQA pursuant to the above-described provisions. (Based on 02/18/2025 text)

Location: 02/26/2025 - Senate TRANS. **Current Text:** 02/18/2025 - Introduced

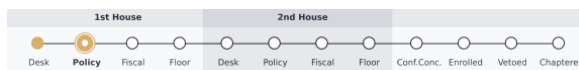
SB 448

Umberg (D)

[HTML](#)[PDF](#)

Trespassing: removal of trespassers on residential property.

Progress bar



Bill information

Status: 02/26/2025 - Referred to Coms. on PUB. S. and JUD.

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

Location: 02/26/2025 - Senate PUB. S. **Current Text:** 02/18/2025 - Introduced

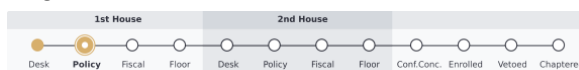
SB 486

Cabaldon (D)

[HTML](#)[PDF](#)

Regional housing: public postsecondary education: changes in enrollment levels: California Environmental Quality Act.

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Bill information

Status: 03/20/2025 - Set for hearing April 1.

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, excluding changes in enrollment levels of nonresident students. (Based on 02/19/2025 text)

Location:	02/26/2025 - Senate HOUSING	Current Text:	02/19/2025 - Introduced
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SB 489

Arreguín (D)

HTML

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Permit Streamlining Act: housing development projects.

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Bill information

Status: 03/25/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Summary: The Permit Streamlining Act requires a public agency to compile a list of the information required from an applicant for a development project, as provided, and, until January 1, 2030, specifies that a development project for purposes of this requirement includes a housing development project, as defined. The act defines various terms for its purposes, including, among others, a “development project,” which is generally defined as any project undertaken for the purpose of development. This bill, until January 1, 2030, would require a public agency, for each approval issued in connection with a housing development project, to publish online the above-described list, including the criteria that the public agency will apply in order to determine the completeness of the development application and the name of the approval, as provided. The bill would revise the definition of “housing development project” for these purposes. (Based on 03/25/2025 text)

Location:	02/19/2025 - Senate RLS.	Current Text:	03/25/2025 - Amended
		Last Amend:	03/25/2025

SB 492

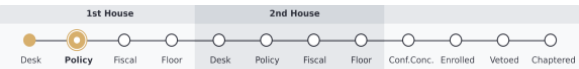
Menjivar (D)

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Youth Housing Bond Act of 2025.

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Bill information

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

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

November 3, 2026, statewide general election in accordance with specified law. (Based on 02/19/2025 text)

Location:02/19/2025 - Senate RLS.

Current Text:02/19/2025 - Introduced

SB 502

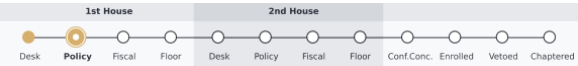
Arreguín (D)

HTML

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Building Homes and Jobs Trust Fund: allocations.

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Bill information

Status:03/25/2025 - Set for hearing April 1.

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

Location:02/26/2025 - Senate HOUSING

Current Text:02/19/2025 - Introduced

SB 506

Committee on Transportation ()

HTML

PDF

Transportation: omnibus bill.

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Bill information

Status:03/25/2025 - Set for hearing April 8.

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. (Based on 03/24/2025 text)

Location:02/26/2025 - Senate TRANS.

Current Text:03/24/2025 - Amended

Last Amend:03/24/2025

SB 549

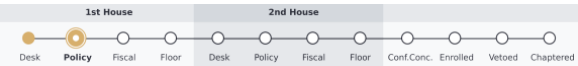
Allen (D)

HTML

PDF

Second Neighborhood Infill Finance and Transit Improvements Act.

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Bill information

Status: 03/24/2025 - Set for hearing May 7.

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

Location: 03/05/2025 - Senate L. GOV. **Current Text:** 02/20/2025 - Introduced

SB 569

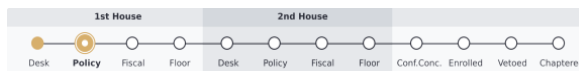
Blakespear (D)

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Department of Transportation: homeless encampments.

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Bill information

Status: 03/05/2025 - Referred to Com. on TRANS.

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

Location: 03/05/2025 - Senate TRANS. **Current Text:** 02/20/2025 - Introduced

SB 607

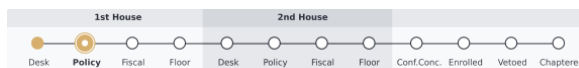
Wiener (D)

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California Environmental Quality Act: categorical exemptions: infill projects.

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Bill information

Status: 03/24/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

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. Existing 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 substantial evidence in the record that the proposed project will not have a significant effect on the environment, as specified. 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 public agency based upon substantial evidence in the record, as specified, and that there is substantial evidence that the project as revised will not have a significant effect on the environment, as provided. (Based on 03/24/2025 text)

Location: 03/05/2025 - Senate E.Q.

Current Text: 03/24/2025 - Amended

Last Amend: 03/24/2025

SB 647

Hurtado (D)

HTML

PDF

Low-income energy assistance programs: health and safety.

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Bill information

Status: 03/05/2025 - Referred to Com. on E., U & C.

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

Location: 03/05/2025 - Senate E. U., & C.

Current Text: 02/20/2025 - Introduced

SB 677

Wiener (D)

HTML

PDF

Housing development: streamlined approvals.

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Bill information

Status: 03/05/2025 - Referred to Coms. on HOUSING and L. GOV.

Summary: (1)Existing law, the Planning and Zoning Law, requires a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing,

if the proposed housing development meets certain requirements. This bill would require ministerial approval for proposed housing developments containing no more than 2 residential units on any lot hosting a single-family home or zoned for 4 or fewer residential units, notwithstanding any covenant, condition, or restriction imposed by a common interest development association. This bill contains other related provisions and other existing laws. (Based on 02/21/2025 text)

Location: 03/05/2025 - Senate
HOUSING

Current Text: 02/21/2025 - Introduced

SB 707

Durazo (D)

HTML

PDF

Open meetings: meeting and teleconference requirements.

Progress bar



Bill information

Status: 03/24/2025 - Set for hearing April 2.

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

Location: 03/12/2025 - Senate L. GOV.

Current Text: 02/21/2025 - Introduced

SB 722

Wahab (D)

HTML

PDF

Multifamily Housing Program.

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Bill information

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

Summary: Existing law, the Multifamily Housing Program, is administered by the Department of Housing and Community Development to address renter housing needs through an omnibus multifamily housing program. The program includes related legislative findings and declarations. This bill would make nonsubstantive changes to those findings and declarations. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS.

Current Text: 02/21/2025 - Introduced

SB 726

Gonzalez (D)

HTML

PDF

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

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Bill information

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

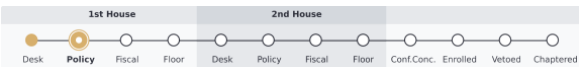
Summary: Current law requires the Outdoor Equity Grants Program to award grants to public organizations, including local governments and local educational agencies, joint power authorities, open-space authorities, regional open-space districts, other relevant public agencies or nonprofit organizations,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

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

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

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

Progress bar



Bill information

Status: 03/18/2025 - Set for hearing May 14.

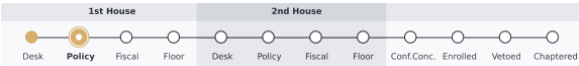
Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage,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

Location: 03/12/2025 - Senate REV. & TAX **Current Text:** 02/21/2025 - Introduced

SB 772 **Cabaldon (D)** [HTML](#) [PDF](#)

Infill Infrastructure Grant Program of 2019: applications: eligibility.

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Bill information

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

Summary: Existing law establishes the Infill Infrastructure Grant Program of 2019 (program), which requires the Department of Housing and Community Development, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area. Existing law requires the department, in its review of applications, to rank affected qualifying infill projects and catalytic qualifying infill areas based on specified criteria, including the qualifying infill area's or catalytic qualifying infill area's inclusion of, or proximity to, a train station or major transit stop and the proximity of housing to existing or planned parks, employment or retail centers, schools, or social services. This bill would revise these provisions to require the department to rank applications, as described above, based

on the qualifying infill area's or catalytic qualifying infill area's inclusion of, or proximity or accessibility to, a transit station or major transit stop or walkability to essential services or businesses. The bill would additionally revise these provisions to require the department's ranking to be based on the proximity of housing to services, rather than social services. This bill contains other related provisions and other existing laws. (Based on 02/21/2025 text)

Location:	03/12/2025 - Senate HOUSING	Current Text:	02/21/2025 - Introduced
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SB 786

Arreguín (D)

HTML

PDF

Planning and zoning: general plan: judicial challenges.

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Bill information

Status: 03/25/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

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. (Based on 03/25/2025 text)

Location:	02/21/2025 - Senate RLS.	Current Text:	03/25/2025 - Amended
		Last Amend:	03/25/2025

SB 797

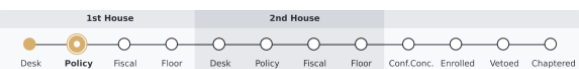
Choi (R)

HTML

PDF

Local government: land use: general plans.

Progress bar



Bill information

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

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

Location:	02/21/2025 - Senate RLS.	Current Text:	02/21/2025 - Introduced
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SB 799

Allen (D)

HTML

PDF

False claims: taxation.**Progress bar****Bill information**

Status: 03/24/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Summary: (1)Existing law, the False Claims Act, provides that any person who commits specified acts, including, but not limited to, knowingly presenting a false or fraudulent claim for payment or approval or knowingly making or using a false record or statement material to a false or fraudulent claim, is liable to the state or to the political subdivision for 3 times the amount of damages that the state or political subdivision sustained because of the act and for the costs of a civil action brought to recover any penalties or damages, and is subject to a civil penalty. That act does not apply to claims, records, or statements made under the Revenue and Taxation Code. This bill would instead 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. (2)Existing law requires the Attorney General or the prosecuting authority of a political subdivision to diligently investigate violations of the False Claims Act involving state funds or political subdivision funds, respectively, and authorizes the Attorney General, the prosecuting authority, or a qui tam plaintiff to bring a civil action against a person who commits those acts. Existing law requires a complaint filed by a private person to be filed in superior court in camera, authorizes the complaint to remain under seal for up to 60 days, and prohibits service on the defendant until the complaint is unsealed. This bill would instead require the complaint to remain under seal for at least 60 days, and would prohibit service on the defendant until the court orders it. The bill would deem a demand for payment or request for payment based on an alleged violation of the False Claims Act by an attorney representing a private person prior to filing a complaint to be a violation of the requirement that the complaint be filed in superior court in camera.(3)Existing law provides that an employee, contractor, or agent shall be entitled to all relief necessary to make that employee, contractor, or agent whole, if that employee, contractor, or agent is discharged, demoted, suspended, threatened, harassed, or in any other manner discriminated against because of lawful acts done by the employee, contractor, agent, or associated others in an effort to stop one or more violations of the False Claims Act. This bill would define lawful act for these purposes to include obtaining or transmitting documents, data, correspondence, electronic mail, or any other information, necessary to investigate, potentially file, or file a cause of action under the False Claims Act, even though that act may violate a contract, employment term, or duty owed to the employer or contractor. The bill would also specify that those provisions apply to current and former employees. (4)Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest. This bill would make legislative findings to that effect.(5)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason. (Based on 03/24/2025 text)

Location:	02/21/2025 - Senate RLS.	Current Text:	03/24/2025 - Amended
		Last Amend:	03/24/2025

SB 800

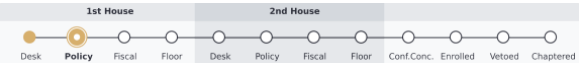
Reyes (D)

HTML

PDF

State highways: overpasses: pilot program: suicide prevention.

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Bill information

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

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

Location:	03/12/2025 - Senate TRANS.	Current Text:	02/21/2025 - Introduced
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SB 801

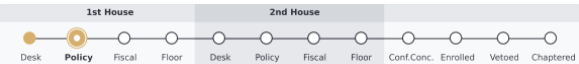
Hurtado (D)

HTML

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Agricultural workers: wages, hours, and working conditions: definitions.

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Bill information

Status: 03/24/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

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. (Based on 03/24/2025 text)

Location:	02/21/2025 - Senate RLS.	Current Text:	03/24/2025 - Amended
		Last Amend:	03/24/2025

SB 802

Ashby (D)

HTML

PDF

Housing authorities.

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Bill information

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

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

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

SB 827

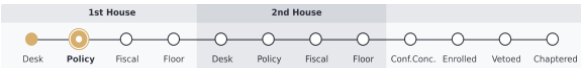
Gonzalez (D)

HTML

PDF

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

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Bill information

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

Summary: Existing law establishes the Office of Land Use and Climate Innovation within the Governor's office to provide long-range planning and research and to serve as the comprehensive state planning agency. Existing law requires the Governor to prepare and maintain a comprehensive State Environmental Goals and Policy Report, consistent with specified state planning priorities. This bill would make nonsubstantive changes to those provisions. (Based on 02/21/2025 text)

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

SB 828

Cabaldon (D)

HTML

PDF

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

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Bill information

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

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

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

SB 840

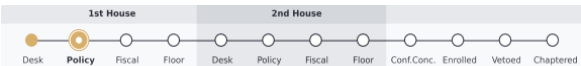
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HTML

PDF

Greenhouse gases: market-based compliance mechanism.

Progress bar



Bill information

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

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

Location: 02/21/2025 - Senate RLS.

Current Text: 02/21/2025 - Introduced

SB 853

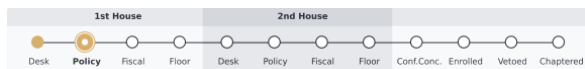
Committee on Labor, Public Employment and Retirement ()

[HTML](#)

[PDF](#)

Public employees' retirement.

Progress bar



Bill information

Status: 03/12/2025 - Referred to Coms. on L., P.E. & R. and JUD.

Summary: The Teachers' Retirement Law establishes the State Teachers' Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers' Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. STRS is administered by the Teachers' Retirement Board. Current law requires employers and employees to make contributions to the system based on the member's creditable compensation. Current law defines "employer" or "employing agency" to mean the state or any agency or political subdivision thereof, including a joint powers authority, as specified. Current law defines "membership" under the Teachers' Retirement Law to mean membership in the Defined Benefit Program, except as specified. This bill would provide that the board has final authority for determining an "employer" or "employing agency" for purposes of the Teachers' Retirement Law and related provisions governing teachers' health care benefits. The bill would also provide that the board has final authority for determining membership in STRS, as specified. (Based on 03/04/2025 text)

Location: 03/12/2025 - Senate L., P.E. & R.

Current Text: 03/04/2025 - Introduced

SB 854

Committee on Labor, Public Employment and Retirement ()

[HTML](#)

[PDF](#)

Unemployment insurance.

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Bill information

Status: 03/12/2025 - Referred to Com. on L., P.E. & R.

Summary: The Unemployment Insurance Code governs unemployment insurance in the state, including, among other things, the administration of unemployment and disability compensation. Current law defines various terms for purposes of the code. This bill would define "mail," "mailed," or "mailing" to include a writing transmitted by the United States Postal Service or other common mail carrier or by electronic transmission, as specified. (Based on 03/04/2025 text)

Location: 03/12/2025 - Senate L., P.E. & R.

Current Text: 03/04/2025 - Introduced

Total Measures: 152

Total Tracking Forms: 198

Minute Action

AGENDA ITEM: 3

Date: April 9, 2025

Subject:

Federal Legislative Update

Recommendation:

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

- Transportation; and
- Council of Governments.

Background:

Fiscal Year 2025 Appropriations Process

On March 14, 2025, the House and Senate passed, and President Trump signed into law, a Continuing Resolution (CR) that will last until September 30, 2025, which is the end of Fiscal Year 2025 (FY25). The bill, *The Full-Year Continuing Appropriations and Extensions Act, 2025*, was enacted just before funding from the previous CR expired after negotiations broke down between Republican and Democrat leaders. It provides some new funding for Defense programs to match inflation, but no previously submitted earmarks by House and Senate members were included.

Reconciliation and Fiscal Year 2026 (FY26) Appropriations Process

With the FY25 CR passed, the House and Senate have turned their attention to the budget reconciliation process. Both chambers have passed budget resolutions; however, they are very different in both size and scope.

The House budget reconciliation resolution would set budget levels for FY26-FY34. The resolution directs 11 House Committees to submit legislation that will increase or decrease the deficit over FY25-FY34 and increase the statutory debt limit by specified amounts. Overall, the plan aims to make the expiring 2017 Tax Cuts and Jobs Act tax cuts permanent, reduce deficits by \$14 trillion over ten years, and lower interest payments on the federal debt.

The Senate wants to address the tax extension in a separate bill and to make the tax cuts permanent as opposed to the 10-year sunset in the House proposal. Until these very significant differences in size and process are resolved, it is hard to see a lot of progress occurring.

Initially, Speaker Johnson wanted to finish reconciliation before Memorial Day. Senators are talking about passing a bill prior to the August recess.

While many House and Senate offices have already started soliciting FY26 earmark and program requests, we expect the release of the budget to kick appropriations into high gear. There has been no guidance from House or Senate Appropriations Committees on the FY26 process. We expect to see guidance in April 2025, which will outline possible new eligibility criteria that conform to President Trump Executive Orders and accounts in each bill.

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

Debt ceiling

The Congressional Budget Office is expected to issue their debt ceiling estimate in late March or early April 2025. While, the date the federal government will reach its debt limit, or “X date”, is not expected until later this summer. Once the date becomes public and agreed-upon, that will be the target date for finishing reconciliation. The House proposal contains a \$4 trillion debt increase; the Senate’s proposal does not. Note: a debt ceiling adjustment does not have to be included in reconciliation; it can be done separately if we reach the X date without a deal on taxes.

Debt ceilings negotiation will also probably be used to force an agreement on the FY26 discretionary spending caps as a part of the budget reconciliation process or separately as a part of a debt ceiling bill.

U.S. Transportation Secretary on the Hill in April

The House Appropriations and House Transportation & Infrastructure Committees expect to have Secretary Sean Duffy testify on the FY26 budget sometime in April 2025. This will be the first time Secretary Duffy will be before his former House colleagues. They expect tough questions from Democrats regarding possible cuts to Infrastructure Investment & Jobs Act and Inflation Reduction Act grant programs and funding rescissions in the FY26 budget request.

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: April 9, 2025

Witnessed By:

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									
Paul Cook Board of Supervisors		X										
Dawn Rowe Board of Supervisors		X	X									
Art Bishop Town of Apple Valley		X	X									
Larry McCallon City of Highland		X	X									
Rick Denison Town of Yucca Valley		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