

**AGENDA**  
**Legislative Policy Committee Meeting**  
**September 10, 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**

Rick Denison, Council Member  
*Town of Yucca Valley*

Art Bishop, Council Member  
*Town of Apple Valley*

**Vice Chair – Vice President**

Joe Baca, Jr., Supervisor  
*County of San Bernardino*

Larry McCallon, Mayor Pro Tem  
*City of Highland*

Alan Wapner, Mayor Pro Tem  
*City of Ontario*

**Past President**

Ray Marquez, Council Member  
*City of Chino Hills*

Jesse Armendarez, Supervisor  
*County of San Bernardino*

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

**AGENDA**

**Legislative Policy Committee**

**September 10, 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 Rick Denison)

- 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**

Pg. 9

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

### **1. Information Relative to Possible Conflict of Interest**

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

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

## **DISCUSSION ITEMS**

### **Discussion - Legislative/Public Outreach**

#### **2. State Legislative Update**

Pg. 10

A. Receive the September 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. 59

Receive the September 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.**

#### **4. Resolution No. 26-006 Regarding VMT Mitigation Costs**

Pg. 61

That the Legislative Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority and the San Bernardino Council of Governments:

Adopt Resolution No. 26-006 regarding the need for the State of California to study and address the impacts of Vehicle Miles Traveled Mitigation on transportation projects and housing developments.

**Presenter: Tim Watkins**

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

## **Comments from Board Members**

**Brief Comments from Board Members**

## **ADJOURNMENT**

### **Additional Information**

Attendance

Pg. 65

Acronym List

Pg. 66

Mission Statement

Pg. 68

**The next Legislative Policy Committee meeting is scheduled for October 8, 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](mailto:clerkoftheboard@gosbcta.com) and the office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> 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](mailto:clerkoftheboard@gosbcta.com). La oficina se encuentra en 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> 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/](http://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. 3<sup>rd</sup> 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](mailto: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:*** September 10, 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
		None	

***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, Deputy Executive Director

Approved  
Legislative Policy Committee  
Date: September 10, 2025

Witnessed By:

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

## ***Minute Action***

### AGENDA ITEM: 2

***Date:*** *September 10, 2025*

***Subject:***

State Legislative Update

***Recommendation:***

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

- Transportation; and
- Council of Governments.

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

- Transportation; and
- Council of Governments.

***Background:***

**2025 Legislative Session**

The Legislature returned from their summer recess on August 18, 2025, so there was not much action in Sacramento during the last month. As the deadline for Assembly and Senate policy committees to report all bills out of their respective committees was in late July 2025, the legislature's focus is centered on appropriations committee hearings for all fiscal bills.

A majority of the bills – those generating a significant state cost – will be placed on the appropriations committees' suspense files. The fate of these bills will be taken up during the final fiscal committee hearing on August 29, 2025.

The bills that move out of the appropriations committees will then move to the Senate or Assembly floor for a full vote of their respective house. If there were any amendments while the bill was in the second house, the legislation must then go back for a concurrence vote to the house of origin. This will all take place in the final weeks of the 2025 Legislative Session, where there will be lengthy floor sessions before the deadline on September 12, 2025.

Governor Newsom will then have until October 12, 2025, to sign or veto legislation. If bills are not passed by the deadline, they will ultimately become two-year bills and will be subjected to an expedited deadline schedule in January 2026, when the Legislature returns.

Pressing issues that Legislature and the Governor must negotiate include finalizing major deals on the extension of the Cap-and-Trade program and the associated spending plan, electricity affordability and wildfire-related issues, petroleum market stabilization, and thousands of bills before the session wraps up.

**Transit Transformation Task Force**

Senate Bill (SB) 125, (2023) established the Transit Transformation Task Force (TTTF) to develop policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs. The California State Transportation Agency (CalSTA) appointed 25 members to the TTTF, including representatives from state government, local agencies, academic institutions, advocacy organizations, and other stakeholders. CalSTA, in

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

## Legislative Policy Committee Agenda Item

September 10, 2025

Page 2

consultation with the TTTF, will prepare a report of findings and policy recommendations based on the TTTF's efforts and submit it to the Legislature by October 31, 2025.

On August 1, 2025, the first draft sections of the TTTF report (due October 31, 2025, under SB 125) were presented for Task Force action. The report reframed to stress transit as essential, highlight successes before challenges, and articulate four core principles: reliable service, complete communities, safety & accessibility, and financial sustainability.

It focused on clean, safe, and accessible service; a new recommendation to integrate paratransit, micro transit, and fixed-route. The report also provided baseline data on ridership demographics, funding, operating costs, regulatory impacts (Americans with Disabilities Act, California Air Resource Board), workforce challenges, COVID-19 impacts, and transit performance metrics.

Some changes from feedback included: strengthening framing of transit as essential; clarifying equity and accessibility language (age, disability, paratransit needs); adjusting recommendations on transit prioritization and urban design near transit hubs; and expanding funding and cost analysis with updated details.

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 2025/2026.

***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: September 10, 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 - September 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.	Passed out of Senate Judiciary Committee, referred to Senate Floor. (7/15/25)	Support	3/12/2025
AB 394 (Wilson)	Would expand existing protections under California Penal Code to broaden coverage of the existing transit assault statute for operators to all transit employees and empowers transit agencies and courts with additional tools to deter harmful behavior and enhance safety across California's public transportation systems.	Passed out of Senate Judiciary Committee, referred to Senate Appropriations Committee. (7/15/25)	Support	3/12/2025
SB 800 (Reyes)	Would require Caltrans to establish a pilot program to install suicide deterrents on 5 freeway overpasses in the County of San Bernardino, prioritizing the placement of deterrents on freeway overpasses with the highest rates of documented suicides over the last 20 years.	Passed out of Assembly Transportation Committee, referred to Assembly Appropriations Committee. (7/14/25)	Support	5/14/2025
SB 415 (Reyes)	Would make technical changes to regulations established by Assembly Bill 98 passed in 2024, regarding local land-use approvals of logistics and warehouse facilities.	Passed out of Assembly Local Government Committee, referred to Assembly Appropriations Committee. (7/14/25)	Oppose unless amended.	6/4/2025

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

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 735 (Carillo)	Would make technical changes to regulations established by Assembly Bill 98 passed in 2024, regarding local land-use approvals of logistics and warehouse facilities.	Passed out of Senate Judiciary Committee and referred to Senate Floor. (7/15/25)	Oppose unless amended.	6/4/2025
AB 440 (Ramos)	Would require the Office of Suicide Prevention within the Department of Public Health to work with the Department of Transportation to identify cost-effective strategies to reduce suicides and suicide attempts on the state's bridges and roadways.	Passed out of Senate Appropriations Committee, referred to Senate Floor. (7/14/25)	Support	6/11/2025

Status Report

Wednesday, August 27, 2025

Sorted by: Measure

Wednesday, 08/27/2025

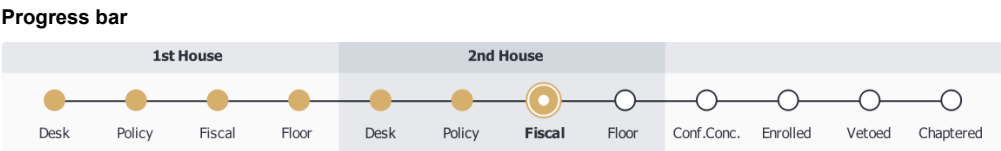
AB 6

Ward, D

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Residential developments: building standards: review.



Bill information

**Status:** 07/14/2025 - In committee: Referred to APPR. suspense file.

**Summary:** The California Building Standards Law establishes the California Building Standards Commission (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 under the requirements of the California Residential Code, as specified. The bill would require the department, no later than December 31, 2027, 2028, to provide a one-time report of its findings to the Legislature in the annual report described above. The bill, if the report identifies and recommends amendments to building standards, would require the department to research, develop, and consider proposing the standards for adoption by the commission, as specified. (Based on 05/05/2025 text)

<b>Location:</b>	07/14/2025 - Senate APPR. SUSPENSE FILE	<b>Current Text:</b>	05/05/2025 - Amended
		<b>Last Amend:</b>	05/05/2025

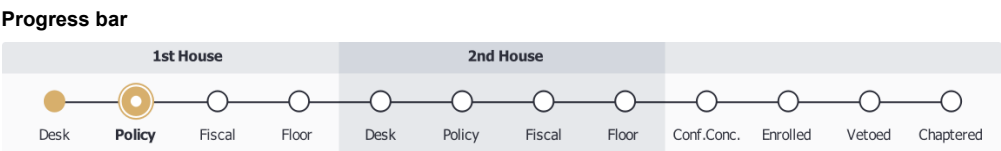
AB 23

DeMaio, R

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The Cost of Living Reduction Act of 2025.



Bill information

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

**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,

Attachment: Bill Report 9-25 (11447 : State Legislative Update)

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 33

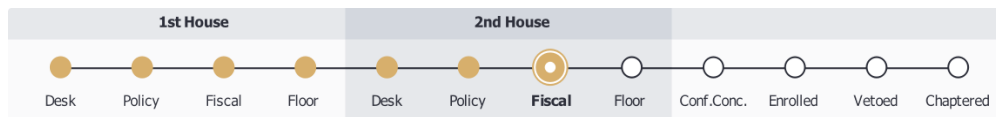
Aguilar-Curry, D

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### Autonomous vehicles.

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#### Bill information

**Status:** 07/14/2025 - In committee: Referred to APPR. suspense file.

**Summary:** Would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human safety operator on any highway within the State of California. The bill would make a first violation of this provision subject to a \$10,000 administrative fine and a \$25,000 administrative fine for subsequent violations. The bill would authorize the department to suspend or revoke the permit of an autonomous vehicle manufacturer for repeated violations of this provision. (Based on 06/30/2025 text)

**Location:** 07/14/2025 - Senate APPR. SUSPENSE FILE **Current Text:** 06/30/2025 - Amended  
**Last Amend:** 06/30/2025

AB 36

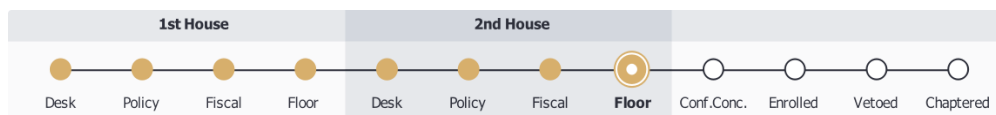
Soria, D

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### Housing elements: prohousing designation.

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#### Bill information

**Status:** 08/26/2025 - Read second time. Ordered to Consent Calendar.

**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, upon request by a small rural jurisdiction, to the extent feasible, the bill would require HCD to evaluate materials from the small rural jurisdiction's housing element submission when determining whether the jurisdiction qualifies as prohousing, but only with respect to those small rural jurisdictions that have a compliant housing element. The bill would also prohibit HCD from requiring small rural jurisdictions to renew their prohousing designation for at least 4 years. (Based on 08/18/2025 text)

**Location:** 08/25/2025 - Senate  
CONSENT CALENDAR

**Current Text:** 08/18/2025 - Amended  
**Last Amend:** 08/18/2025

AB 39

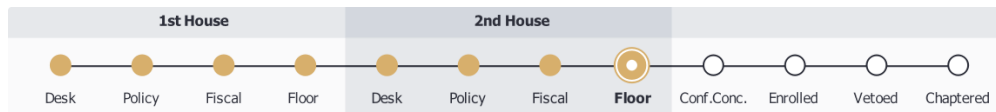
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### General plans: Local Electrification Planning Act.

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#### Bill information

**Status:** 08/20/2025 - Read second time. Ordered to third reading.

**Summary:** The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city's or county's physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location and extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require each city, county, or city and county, on or after January 1, 2027, but no later than January 1, 2030, to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes locally based goals, objectives, policies, and feasible implementation measures that include, among other things, the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, as specified, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups. (Based on 07/17/2025 text)

**Location:** 08/20/2025 - Senate THIRD  
READING

**Current Text:** 07/17/2025 - Amended  
**Last Amend:** 07/17/2025

AB 76

Alvarez, D

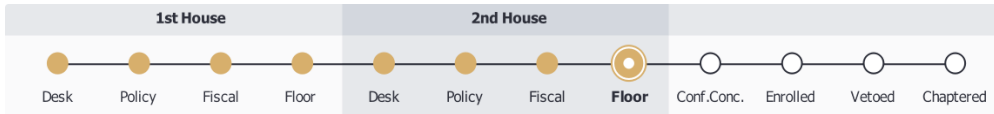
HTML

PDF

### Surplus land: exempt surplus land: sectional planning area.

#### Progress bar



**Bill information**

**Status:** 07/17/2025 - Read second time and amended. Ordered to third reading.

**Summary:** Current law prescribes requirements for the disposal of surplus land by a local agency and defines terms for these purposes, including, among others, "surplus land" to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency's use. Current law defines "exempt surplus land" to mean land that is subject to a sectional planning area document, as described, and meets specified requirements, including that the land identified in the adopted sectional planning area document was dedicated prior to January 1, 2019, at least 25% of the units are dedicated to lower income households, as specified, and that the land is developed at an average density of at least 10 units per acre calculated with respect to the entire sectional planning area. This bill would change those requirements so that at a minimum, 25% of units that are proposed by the sectional planning area document as adopted prior to January 1, 2019, and are not designated for students, faculty, or staff of an academic institution, or 500 units, whichever is greater, must be dedicated to lower income households, as specified, and that the land must be developed at an average density of at least 10 units per acre, in accordance with certain requirements and calculated with respect to the entire sectional planning area and inclusive of housing designated for students, faculty, and staff of an academic institution. (Based on 07/17/2025 text)

**Location:** 07/17/2025 - Senate THIRD READING

**Current Text:** 07/17/2025 - Amended

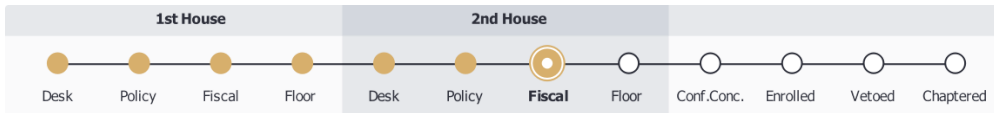
**Last Amend:** 07/17/2025

AB 226

Calderon, D

HTML

PDF

**California FAIR Plan Association.****Progress bar****Bill information**

**Status:** 08/18/2025 - In committee: Referred to suspense file.

**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 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 or other agreement. (Based on 06/16/2025 text)

**Location:** 08/18/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 06/16/2025 - Amended  
**Last Amend:** 06/16/2025

AB 234

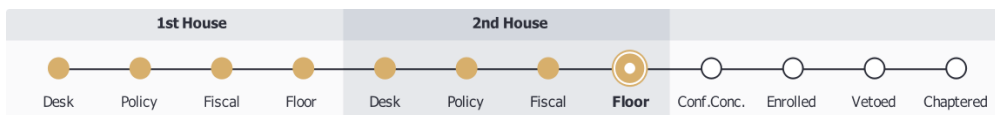
Calderon, D

HTML

PDF

### California FAIR Plan Association governing committee.

#### Progress bar



#### Bill information

**Status:** 06/26/2025 - 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 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:** 06/26/2025 - Senate THIRD  
READING

**Current Text:** 01/13/2025 - Introduced

AB 238

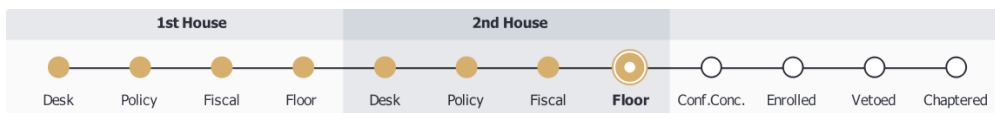
Harabedian, D

HTML

PDF

### Mortgage forbearance: state of emergency: wildfire.

#### Progress bar



#### Bill information

**Status:** 07/15/2025 - Read second time. Ordered to third reading.

**Summary:** Current law requires a mortgage servicer to comply with applicable federal guidance regarding borrower options following a forbearance relating to the COVID-19 emergency. This bill would authorize a borrower who is experiencing financial hardship that prevents the borrower from making timely payments on a specified residential mortgage loan due directly to the wildfire disaster described in the proclamation of a state of emergency issued by Governor Gavin Newsom on January 7, 2025, or the federally declared disaster, declared on January 8, 2025, related to the Eaton Wildfire, the Palisades Fire, and the Straight-line Winds, to request forbearance on their residential mortgage loan, as prescribed. The bill would limit eligibility for that forbearance to loans that are secured by residential real property improved by 4 or fewer residential units. The bill would require the borrower to affirm that they are experiencing a financial hardship due to the wildfire disaster. Because the bill would expand the crime of perjury, the bill would impose a state-mandated local program. This bill would, except as specified, require a mortgage servicer to offer mortgage payment forbearance of a period of up to an initial 90 days, which shall be extended at the request of the borrower in 90-day increments, up to a maximum

forbearance period of 12 months. The bill would also prohibit a mortgage servicer from assessing any late fees to the borrower's account or charging a default rate of interest during the forbearance period. The bill would provide that the forbearance period includes any period of forbearance related to the wildfire disaster that a mortgage servicer has provided to a borrower before the effective date of these provisions. The bill would require a mortgage servicer to report the credit obligations of borrowers under a disaster-related forbearance plan in compliance with the federal Fair Credit Reporting Act. (Based on 07/10/2025 text)

**Location:** 07/15/2025 - Senate THIRD READING

**Current Text:** 07/10/2025 - Amended  
**Last Amend:** 07/10/2025

AB 261

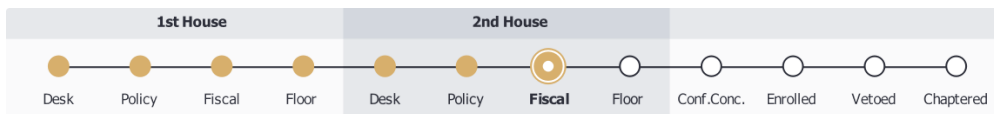
Quirk-Silva, D

HTML

PDF

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

**Progress bar**



**Bill information**

**Status:** 08/18/2025 - In committee: Referred to suspense file.

**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, as necessary, make recommendations relative to very high fire hazard severity zones. This bill would prohibit the State Fire Marshal's determination of fire hazard severity zone, in both state responsibility areas and lands that are not state responsibility areas, from being based on risk mitigation activities. The bill would, as applied to both state responsibility areas and lands that are not state responsibility areas, authorize the State Fire Marshal, in periods between the State Fire Marshal's review of areas of the state for recommendations regarding an area's fire hazard severity zone, to confer with entities, including, but not limited to, public agencies, tribes, nonprofit organizations, project applicants, and members of the public, on actions that may impact the degree of fire hazard in an area or the area's recommended fire hazard severity zone designation. The bill would authorize the State Fire Marshal to provide a written response to an entity on actions that may impact the degree of fire hazard and would require this written response to be posted on the State Fire Marshal's internet website. (Based on 07/10/2025 text)

**Location:** 08/18/2025 - Senate APPR. SUSPENSE FILE

**Current Text:** 07/10/2025 - Amended  
**Last Amend:** 07/10/2025

AB 266

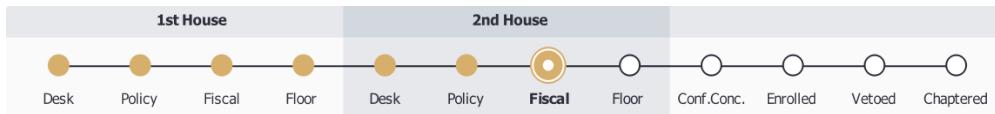
Davies, R

HTML

PDF

**Freeway Service Patrol Act: sponsorship agreement.**

**Progress bar**

**Bill information**

**Status:** 06/30/2025 - In committee: Referred to APPR. suspense file.

**Summary:** The Freeway Service Patrol Act authorizes and provides funding for freeway service patrols, operated pursuant to an agreement between the Department of the California Highway Patrol, the Department of Transportation, and a regional or local governmental entity, to provide emergency roadside assistance on traffic-congested urban freeways throughout the state. The act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would require the Department of Transportation, the Department of the California Highway Patrol, and participating and eligible regional and local entities to, each time the guidelines for program operations are updated after January 1, 2026, consider developing or revising and including in the guidelines operational requirements for sponsorship agreements between a participating regional or local entity and any private third party that allow for the display of the sponsor's name and logo on participating tow trucks, as provided. (Based on 06/02/2025 text)

**Location:** 06/30/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 06/02/2025 - Amended

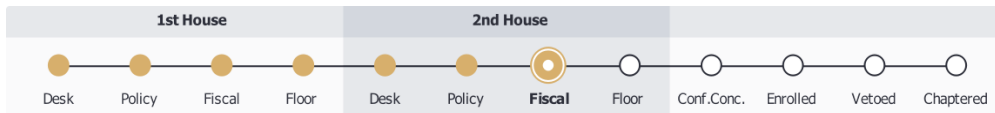
**Last Amend:** 06/02/2025

AB 289

Haney, D

HTML

PDF

**State highway work zone speed safety program.****Progress bar****Bill information**

**Status:** 08/25/2025 - In committee: Referred to suspense file.

**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. Existing 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 06/25/2025 text)

**Location:** 08/25/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 06/25/2025 - Amended

**Last Amend:** 06/25/2025

AB 306

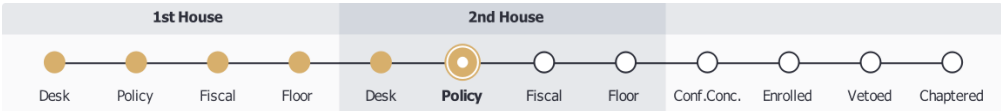
Schultz, D

HTML

PDF

**Building regulations: state building standards.**

**Progress bar**



**Bill information**

**Status:** 06/23/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

**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 October 1, 2025, to 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 06/23/2025 text)

**Location:** 04/23/2025 - Senate HOUSING

**Current Text:** 06/23/2025 - Amended

**Last Amend:** 06/23/2025

**AB 334**

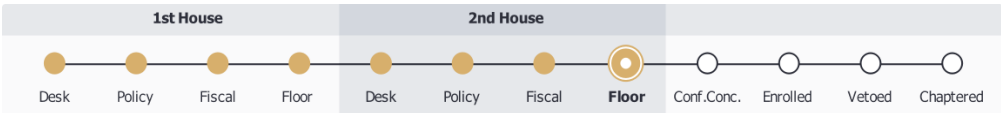
**Petrie-Norris, D**

**HTML**

**PDF**

**Operators of toll facilities: interoperability programs: vehicle information.**

**Progress bar**



**Bill information**

**Status:** 07/17/2025 - Read second time and amended. Ordered to third reading.

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

information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as "required" by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. (Based on 07/17/2025 text)

**Location:** 07/17/2025 - Senate THIRD READING

**Current Text:** 07/17/2025 - Amended  
**Last Amend:** 07/17/2025

AB 339

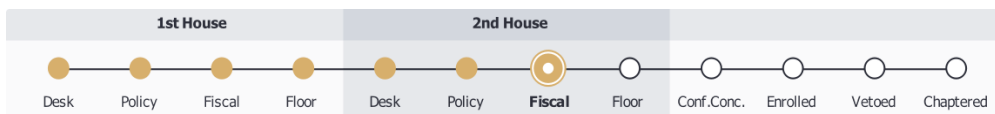
Ortega, D

HTML

PDF

#### Local public employee organizations: notice requirements.

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##### Bill information

**Status:** 08/18/2025 - In committee: Referred to suspense file.

**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 60 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, subject to certain exceptions. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. (Based on 07/15/2025 text)

**Location:** 08/18/2025 - Senate APPR. SUSPENSE FILE

**Current Text:** 07/15/2025 - Amended  
**Last Amend:** 07/15/2025

AB 394

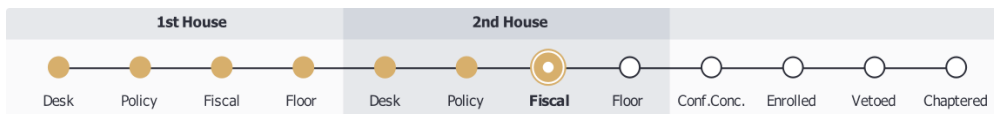
Wilson, D

HTML

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#### Public transportation providers.

##### Progress bar

**Bill information**

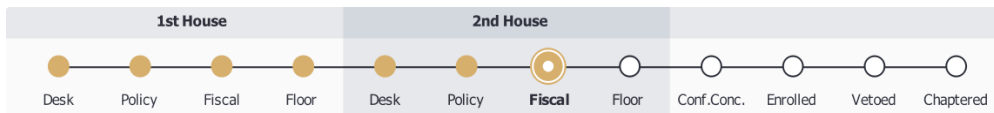
**Status:** 08/18/2025 - In committee: Referred to suspense file.

**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 apply to an employee, public transportation provider, or contractor of a public transportation provider. (Based on 07/17/2025 text)

**Location:** 08/18/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 07/17/2025 - Amended

**Last Amend:** 07/17/2025

[AB 440](#)
[Ramos, D](#)
[HTML](#)
[PDF](#)
**Suicide prevention.****Progress bar****Bill information**

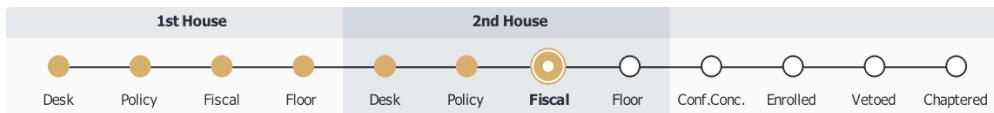
**Status:** 07/14/2025 - In committee: Referred to APPR. suspense file.

**Summary:** Current law authorizes the State Department of Public Health to establish the Office of Suicide Prevention. Current law authorizes the office, if established, to perform certain functions, including, among others, conducting state-level assessment of regional and statewide suicide prevention policies and practices and reporting on progress to reduce rates of suicide. This bill would require the office to work with the Department of Transportation to identify cost-effective strategies to reduce suicides and suicide attempts on the state's bridges and roadways. (Based on 04/10/2025 text)

**Location:** 07/14/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 04/10/2025 - Amended

**Last Amend:** 04/10/2025

[AB 443](#)
[Bennett, D](#)
[HTML](#)
[PDF](#)
**Energy Commission: integrated energy policy report: curtailed solar and wind generation: hydrogen production.****Progress bar****Bill information**

**Status:** 07/14/2025 - In committee: Referred to APPR. suspense file.



**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:**

07/14/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:**

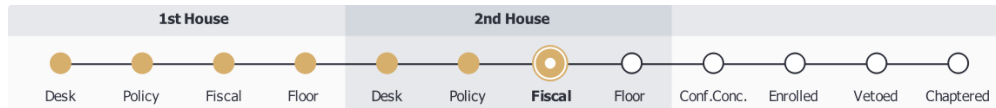
02/06/2025 - Introduced

AB 507

Haney, D

HTML

PDF

**Adaptive reuse: streamlining: incentives.****Progress bar****Bill information****Status:**

08/18/2025 - In committee: Referred to suspense file.

**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 07/03/2025 text)

**Location:**

08/18/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:**

07/03/2025 - Amended

**Last Amend:**

07/03/2025



AB 590

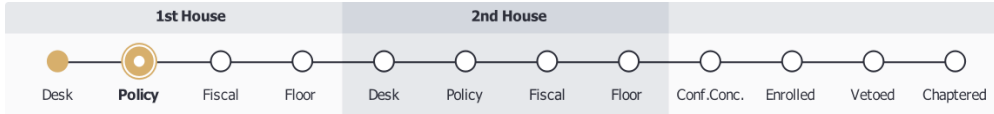
Lee, D

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

AB 609

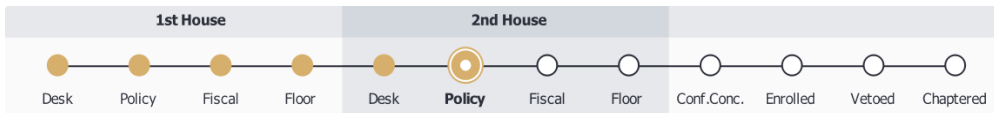
Wicks, D

HTML

PDF

## California Environmental Quality Act: exemption: housing development projects.

### Progress bar



### Bill information

**Status:** 05/20/2025 - In Senate. Read first time. To Com. on RLS. for assignment.

**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 relating to, for example, size, density, and location, including specific requirements for any housing on the project site located within 500 feet of a freeway. The bill would require a local government, as a condition of approval for the development, to require the development proponent to complete a specified environmental assessment regarding hazardous substance releases. If a recognized environmental condition is

found, the bill would require the development proponent to complete a preliminary endangerment assessment and specified mitigation based on that assessment. 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 05/05/2025 text)

**Location:** 05/20/2025 - Senate RLS.

**Current Text:** 05/05/2025 - Amended

**Last Amend:** 05/05/2025

AB 670

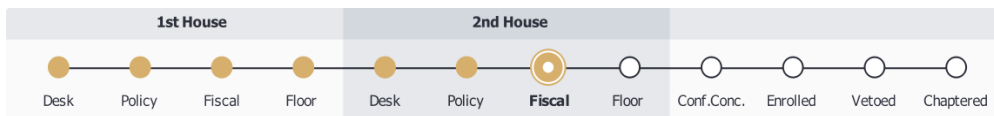
Quirk-Silva, D

HTML

PDF

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

##### Progress bar



##### Bill information

**Status:** 07/14/2025 - In committee: Referred to APPR. suspense file.

**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 the number of new units of housing, as specified. This bill would, beginning with the report due by April 1, 2027, 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 06/23/2025 text)

**Location:** 07/14/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 06/23/2025 - Amended

**Last Amend:** 06/23/2025

AB 698

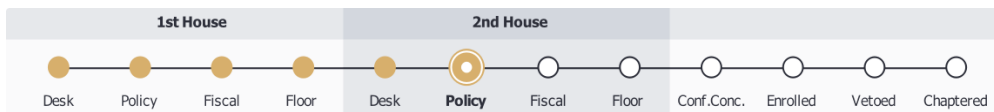
Wicks, D

HTML

PDF

#### Local taxation: real property transfers.

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##### Bill information

**Status:** 06/09/2025 - In Senate. Read first time. To Com. on RLS. for assignment.

**Summary:** Current statutory law, enacted by Proposition 62, as approved by the voters at the November 4, 1986, statewide general election, prohibits a local government or district from imposing any transaction tax or sales tax on the sale of real property within the city, county, or district, except as provided. The California Constitution authorizes cities organized under a charter to make and enforce all ordinances and regulations in respect to municipal affairs, which supersede inconsistent general laws. Existing law, the Documentary Transfer Tax Act, authorizes the imposition of a tax by a county or city, as provided, with respect to specified instruments that transfer specified interests in real property. This bill would require a legislative body of a city, as specified, before it adopts

any transfer tax on the sale of real property, to develop and post on its internet website an analysis that examines, at a minimum, the effect of the proposed transfer tax on, among other things, the production of affordable housing, including affordable housing produced by market-rate housing projects. (Based on 06/02/2025 text)

**Location:** 06/09/2025 - Senate RLS.

**Current Text:** 06/02/2025 - Amended

**Last Amend:** 06/02/2025

AB 712

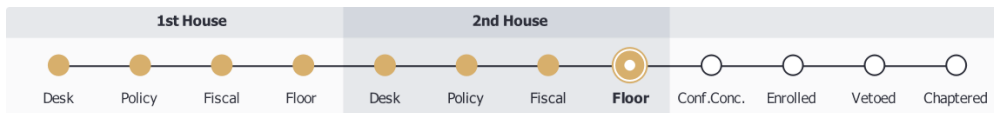
Wicks, D

HTML

PDF

### Housing reform laws: enforcement actions: fines and penalties.

#### Progress bar



#### Bill information

**Status:** 08/20/2025 - Read second time. Ordered to third reading.

**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 the public agency's compliance with a housing reform law as applied to the applicant's housing development project, 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 extend any period of limitation for actions under any state law for a period of 60 days beginning on the date the applicant provides written notice to the local agency indicating its intent to commence an action. 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 07/03/2025 text)

**Location:** 08/20/2025 - Senate THIRD READING

**Current Text:** 07/03/2025 - Amended

**Last Amend:** 07/03/2025

AB 716

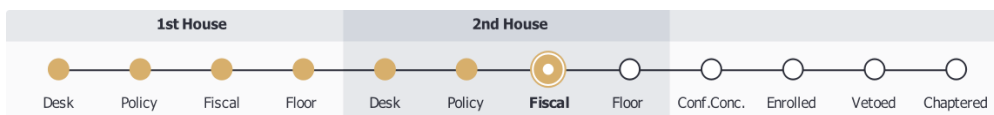
Carrillo, D

HTML

PDF

### Fire safety standards: hydrogen facilities.

#### Progress bar



#### Bill information

**Status:** 08/18/2025 - In committee: Referred to suspense file.

**Summary:** Would require the State Fire Marshal to appoint a hydrogen fire expert to answer questions and provide clarification on the implementation of hydrogen production, storage, and distribution facilities, ensuring that hydrogen facilities comply with the most up-to-date

fire safety standards. The bill would require the State Fire Marshal to provide ongoing training to local fire departments and building inspectors to ensure that hydrogen-related safety protocols are understood and enforced statewide. (Based on 07/14/2025 text)

**Location:** 08/18/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 07/14/2025 - Amended  
**Last Amend:** 07/14/2025

AB 726

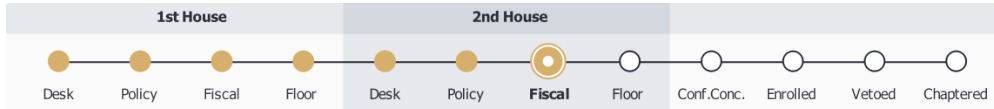
Ávila Fariás, D

HTML

PDF

**Planning and zoning: annual report: rehabilitated units.**

**Progress bar**



**Bill information**

**Status:** 08/18/2025 - In committee: Referred to suspense file.

**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:** 08/18/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 02/18/2025 - Introduced

AB 735

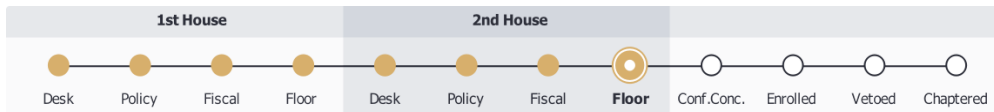
Carrillo, D

HTML

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**Planning and zoning: logistics use developments: truck routes.**

**Progress bar**



**Bill information**

**Status:** 08/20/2025 - Read second time. Ordered to third reading.

**Summary:** Current law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Current law defines various terms, including "21st century warehouse," and "tier 1 21st century warehouse," for purposes of those provisions as logistics uses that, among other things, comply with specified building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Current law, subject to specified exceptions,

defines “logistics use” for these purposes to mean a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the building permit for a development of a 21st century warehouse is issued and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. (Based on 06/25/2025 text)

<b>Location:</b>	08/20/2025 - Senate THIRD READING	<b>Current Text:</b>	06/25/2025 - Amended
		<b>Last Amend:</b>	06/25/2025

AB 736

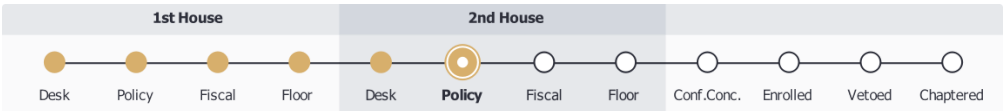
Wicks, D

HTML

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The Affordable Housing Bond Act of 2026.

Progress bar



Bill information

**Status:** 06/04/2025 - In Senate. Read first time. To Com. on RLS. for assignment.

**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 04/10/2025 text)

<b>Location:</b>	06/04/2025 - Senate RLS.	<b>Current Text:</b>	04/10/2025 - Amended
		<b>Last Amend:</b>	04/10/2025

AB 782

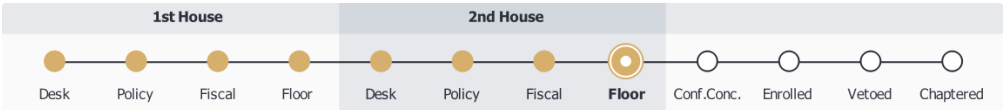
Quirk-Silva, D

HTML

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Subdivisions: security.

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Bill information

**Status:** 08/20/2025 - Read second time. Ordered to third reading.

**Summary:** The Subdivision Map 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. Current law requires the Real Estate Commissioner to make an examination of any subdivision, and to, unless there are grounds for denial, issue to the subdivider a public report authorizing the sale or lease of the lots or parcels within the subdivision. Current law specifies the grounds for denial, including, among other things, the inability to demonstrate that adequate financial arrangements have been made for all offsite improvements included in the offering or the inability to demonstrate that adequate financial arrangements have been made for any community, recreational, or other facilities included in the offering. This bill would prohibit the Real Estate

Commissioner, in issuing a public report for a residential development or project, from requiring the furnishing of a security in connection with the performance of any act or agreement related to an improvement if the Real Estate Commissioner determines that security sufficient to protect the interests of purchasers, owners, and lessees, as necessary, has been furnished to a local agency for the same improvement pursuant to the provisions above requiring security under the Subdivision Map Act. (Based on 07/16/2025 text)

**Location:** 08/20/2025 - Senate THIRD READING

**Current Text:** 07/16/2025 - Amended

**Last Amend:** 07/16/2025

AB 790

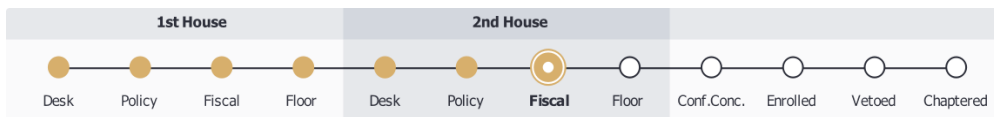
Ávila Farías, D

HTML

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### Homelessness: single women with children.

#### Progress bar



#### Bill information

**Status:** 08/18/2025 - In committee: Referred to suspense file.

**Summary:** Current law requires cities, counties, and continuums of care receiving state funding to address homelessness on or after January 1, 2024, to include families, people fleeing or attempting to flee domestic violence, and unaccompanied women within the vulnerable populations for whom specific system supports are developed to maintain homeless services and housing delivery. Current law also requires the cities, counties, and continuums of care to develop analyses and goals with victim service providers to address the specific needs of the above-described population with data measures not included within the Homeless Management Information System, in accordance with federal policies and specified guidelines. Current law requires the Interagency Council on Homelessness to set and measure progress on goals to prevent and end homelessness among domestic violence survivors and their children and among unaccompanied women in California. This bill would specifically include women with children in the populations described above. The bill would require the cities, counties, and continuums of care developing the analyses and goals described above to the Interagency Council on Homelessness. (Based on 05/05/2025 text)

**Location:** 08/18/2025 - Senate APPR. SUSPENSE FILE

**Current Text:** 05/05/2025 - Amended

**Last Amend:** 05/05/2025

AB 891

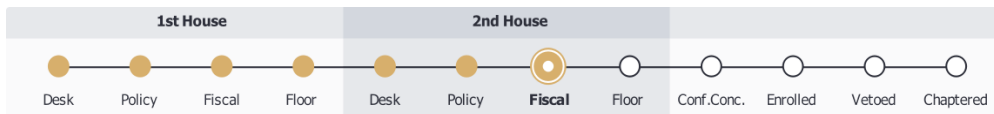
Zbur, D

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### Transportation: Quick-Build Pilot Program.

#### Progress bar



#### Bill information

**Status:** 08/25/2025 - In committee: Referred to suspense file.

**Summary:** Would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the Department of Transportation, on or before December 31, 2027, to

develop and publish guidance for the deployment of district quick-build improvements. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build improvements statewide. (Based on 06/25/2025 text)

**Location:** 08/25/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 06/25/2025 - Amended  
**Last Amend:** 06/25/2025

AB 902

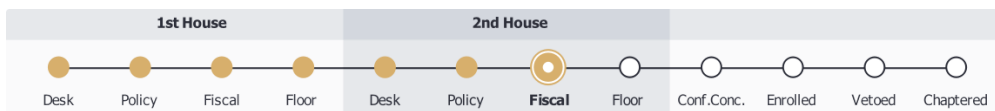
Schultz, D

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### Transportation projects: barriers to wildlife movement.

#### Progress bar



#### Bill information

**Status:** 08/18/2025 - In committee: Referred to suspense file.

**Summary:** Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Current law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program. (Based on 07/10/2025 text)

**Location:** 08/18/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 07/10/2025 - Amended  
**Last Amend:** 07/10/2025

AB 906

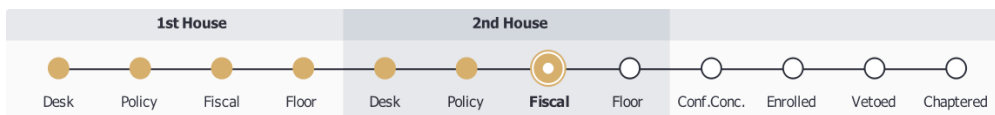
González, Mark, D

HTML

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### Planning and zoning: housing elements: affirmatively furthering fair housing.

#### Progress bar



#### Bill information

**Status:** 07/14/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development that includes, among other things, a housing element. Current law requires the housing element to include, among other things, an inventory of land suitable and available for residential development, including specified sites, an analysis of the relationship of zoning and public facilities and services to these sites (first analysis), and an analysis of the relationship of the sites identified in the land inventory to the jurisdiction's duty to affirmatively further fair housing (2nd analysis). This bill would remove



the requirement on cities and counties to include the 2nd analysis in their housing elements. (Based on 06/23/2025 text)

**Location:** 07/02/2025 - Senate APPR.

**Current Text:** 06/23/2025 - Amended

**Last Amend:** 06/23/2025

AB 915

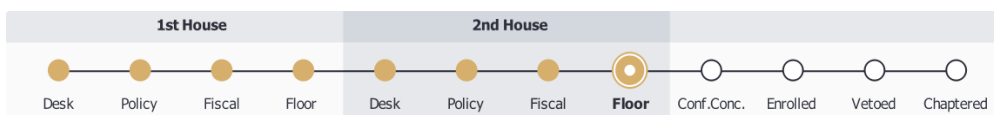
Petrie-Norris, D

HTML

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**Dam safety: state supervision: exceptions.**

#### Progress bar



#### Bill information

**Status:** 08/20/2025 - Read second time. Ordered to third reading.

**Summary:** Current law regulates the construction and operation of dams and exempts certain structures for these purposes. Current law exempts certain wastewater treatment and storage ponds constructed as part of a wastewater control facility, as provided, from the requirements for state regulation and supervision of the safety of dams. This bill would additionally exempt from the requirements for state regulation and supervision of the safety of dams certain water storage facilities, structures, and activities associated with an energy storage system facility located in the County of Kern, as specified, that uses compressed air technology and meets certain criteria, including, among other things, a maximum water pool height of 25 feet or less from the final engineered grade, a maximum storage capacity of 1,500 acre-feet or less, and supervision of the design and construction by a registered civil engineer. (Based on 07/17/2025 text)

**Location:** 08/20/2025 - Senate THIRD READING

**Current Text:** 07/17/2025 - Amended

**Last Amend:** 07/17/2025

AB 920

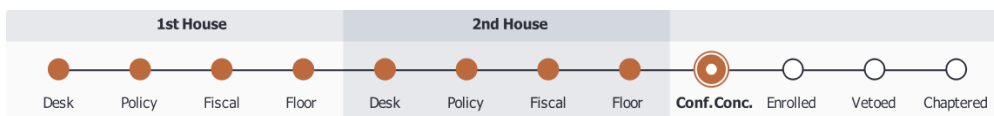
Caloza, D

HTML

PDF

**Permit Streamlining Act: housing development projects: centralized application portal.**

#### Progress bar



#### Bill information

**Status:** 08/26/2025 - In Assembly. Concurrence in Senate amendments pending.

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



website. The bill would require the centralized application portal to allow for tracking of the status of an application. The bill would specify that a city or county is not required to provide the status of any permit or inspection required by another local agency, a state agency, or a utility provider. (Based on 07/07/2025 text)

**Location:** 08/26/2025 - Assembly  
CONCURRENCE

**Current Text:** 07/07/2025 - Amended  
**Last Amend:** 07/07/2025

AB 939

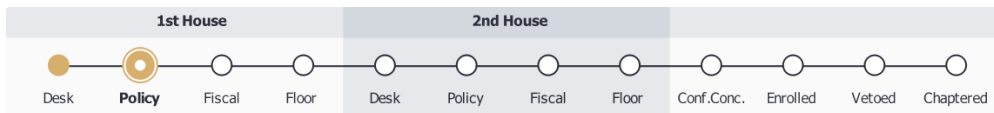
Schultz, D

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### 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

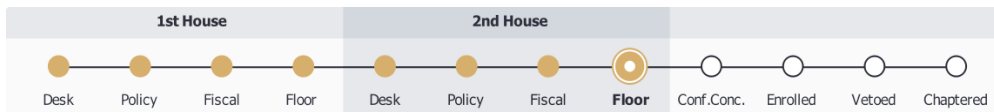
Bennett, D

HTML

PDF

### Interregional transportation strategic plan: bicycle highways.

#### Progress bar



#### Bill information

**Status:** 08/20/2025 - Read second time. Ordered to third reading.

**Summary:** Current law requires transportation projects included in the interregional transportation improvement program (ITIP) to be consistent with the interregional transportation strategic plan (ITSP). Current law requires the Department of Transportation to submit the ITSP to the California Transportation Commission for approval and requires the ITSP, among other things, to be directed at achieving a high functioning and balanced interregional transportation system and consistent with the California Transportation Plan. This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the ITSP. (Based on 06/30/2025 text)

**Location:** 08/20/2025 - Senate THIRD  
READING

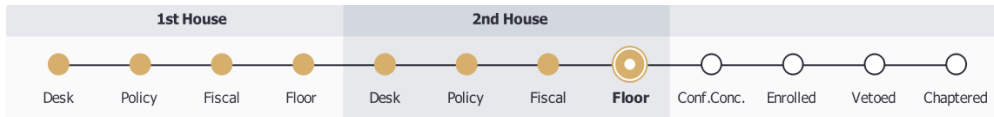
**Current Text:** 06/30/2025 - Amended  
**Last Amend:** 06/30/2025

AB 975

Gallagher, R

HTML

PDF

**Lake and streambed alteration agreements: exemptions: culverts and bridges.****Progress bar****Bill information****Status:** 08/25/2025 - From Consent Calendar. Ordered to third reading.

**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. Existing law also establishes various exemptions from these provisions. This bill would, until January 1, 2027, exempt from these provisions projects to repair or reconstruct a bridge 30 feet long or less or a culvert 70 feet long or less within the County of Sutter that has been damaged or destroyed as a result of fire, flood, storm, earthquake, land subsidence, gradual earth movement, or landslide, in, or after, 2022, as specified. (Based on 07/17/2025 text)

**Location:** 08/25/2025 - Senate THIRD READING

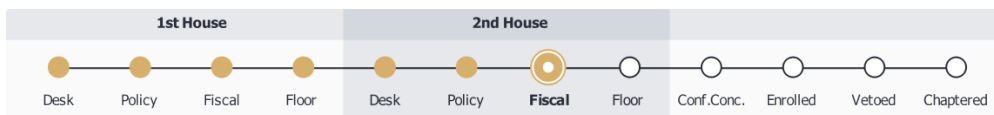
**Current Text:** 07/17/2025 - Amended  
**Last Amend:** 07/17/2025

AB 1089

Carrillo, D

HTML

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**Western Joshua Tree Conservation Act: industrial projects and commercial projects: tree removal and trimming.****Progress bar****Bill information****Status:** 08/18/2025 - In committee: Referred to suspense file.

**Summary:** The Western Joshua Tree Conservation Act prohibits any person or public agency from importing into the state, exporting out of the state, or taking, possessing, purchasing, or selling within the state, a western Joshua tree or any part or product of the tree, except as provided. 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 07/21/2025 text)

**Location:** 08/18/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 07/21/2025 - Amended  
**Last Amend:** 07/21/2025

[AB 1154](#)

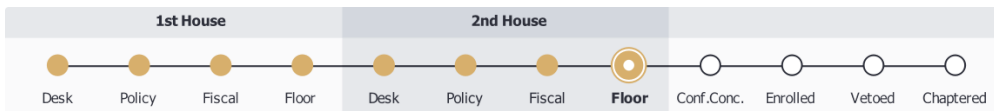
[Carrillo, D](#)

[HTML](#)

[PDF](#)

### Junior accessory dwelling units.

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#### Bill information

**Status:** 08/20/2025 - Read second time. Ordered to third reading.

**Summary:** The Planning and Zoning Law, among other things, provides for the creation of junior 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. Current law requires an ordinance that provides for the creation of a junior accessory dwelling unit to, among other things, require owner-occupancy in the single-family residence in which the junior accessory dwelling unit is permitted. Under this bill, that owner-occupancy requirement would apply only if the junior accessory dwelling unit has shared sanitation facilities with the existing structure. The bill would require an ordinance that provides for the creation of a junior accessory dwelling unit to require that a rental of a junior accessory dwelling unit be for a term longer than 30 days. (Based on 07/03/2025 text)

**Location:** 08/20/2025 - Senate THIRD  
READING

**Current Text:** 07/03/2025 - Amended  
**Last Amend:** 07/03/2025

[AB 1206](#)

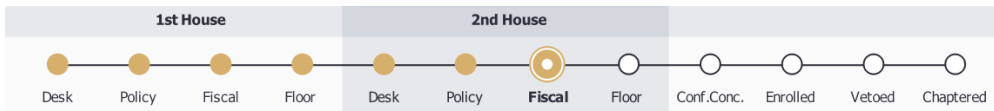
[Harabedian, D](#)

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### Single-family and multifamily housing units: preapproved plans.

#### Progress bar



#### Bill information

**Status:** 08/25/2025 - In committee: Referred to suspense file.

**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. 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, as defined, 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 require a large jurisdiction, as defined, to develop this program by July 1, 2026, and a small jurisdiction, as defined, to develop a program by January 1, 2028. 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 an application for preapproval to include a statement by the applicant that the applicant has sufficient authority, license, or ownership interest in the plan to submit the plan for preapproval and, if approved, posted as described above. This bill would prohibit the preapproval program from applying to single-family or multifamily residential housing plans intended for use in certain communities and developments, as specified. The bill would require a local agency to either approve or deny an application for a single-family or multifamily residential housing unit, both as defined, within 30 days if the lot meets certain conditions and the application utilizes either a single-family or multifamily residential housing unit plan preapproved within the current triennial California Building Standards Code rulemaking cycle or a plan that is identical to a plan used in an application for a single-family or multifamily residential housing unit approved by the local agency within the current triennial California Building Standards Code rulemaking cycle. (Based on 08/18/2025 text)

**Location:** 08/25/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 08/18/2025 - Amended  
**Last Amend:** 08/18/2025

AB 1207

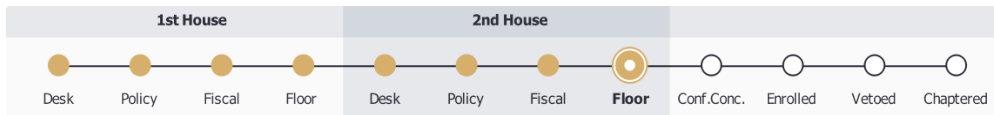
Irwin, D

HTML

PDF

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

**Progress bar**



**Bill information**

**Status:** 08/20/2025 - Read second time. Ordered to third reading.

**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:** 08/20/2025 - Senate THIRD  
READING

**Current Text:** 03/17/2025 - Amended  
**Last Amend:** 03/17/2025

AB 1275

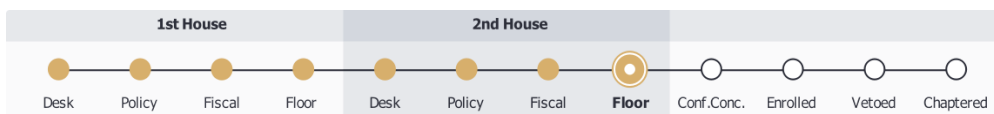
Elhawary, D

HTML

PDF

**Regional housing needs: regional transportation plan.**

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**Bill information**

**Status:** 07/17/2025 - From Consent Calendar. Ordered to third reading.

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries and requires the general plan to include, among other mandatory elements, a housing element, and requires the housing element to include, among other things, an inventory of land suitable and available for residential development. Current law requires, for the 4th and subsequent revisions of the housing element, the department to determine the existing and projected need for housing for each region, as specified. Current law requires the department, in consultation with the council of governments, to determine the existing and projected need of housing for each region at least 2 years prior to the scheduled revision of the housing element, as provided. Current law requires the department to meet and consult with the council of governments regarding the assumptions and methodology to be used to determine the region's housing needs at least 26 months prior to the scheduled revision of the housing element, as provided. This bill, except as specified, would extend the above-described timeline for the department to determine the existing and projected need of housing for each region from 2 years to 3 years prior to the scheduled revision of the housing element, and the above-described timeline to meet and consult with a council of governments from at least 26 months to at least 38 months prior to the scheduled revision of the housing element, respectively. (Based on 04/24/2025 text)

**Location:** 07/17/2025 - Senate THIRD READING

**Current Text:** 04/24/2025 - Amended

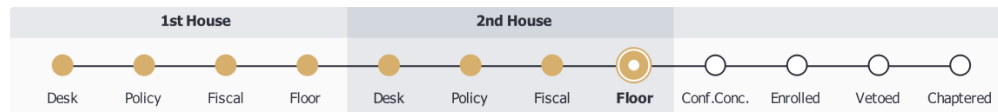
**Last Amend:** 04/24/2025

AB 1430

Bennett, D

HTML

PDF

**County recorders: fees.****Progress bar****Bill information**

**Status:** 07/01/2025 - Read second time. Ordered to third reading.

**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:** 07/01/2025 - Senate THIRD READING

**Current Text:** 03/17/2025 - Amended

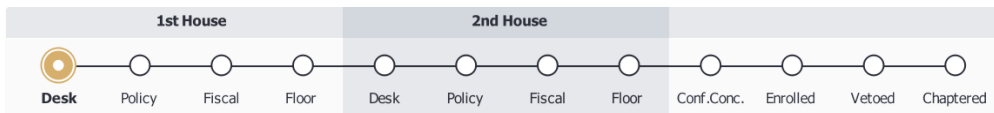
**Last Amend:** 03/17/2025

ACA 12

Wallis, R

HTML

PDF

**Road usage charges: vote and voter approval requirements.****Progress bar****Bill information**

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

**Summary:** The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a "tax" as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement. (Based on 03/26/2025 text)

**Location:** 03/26/2025 - Assembly PRINT

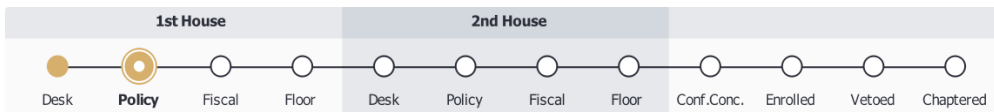
**Current Text:** 03/26/2025 - Introduced

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

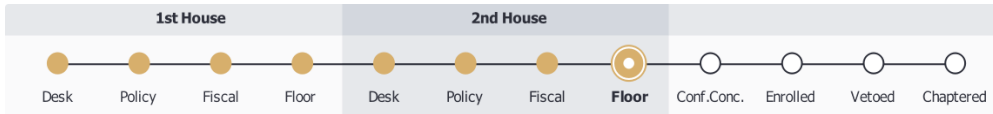
Cabaldon, D

HTML

PDF

**Enhanced infrastructure financing districts and community revitalization and investment areas:  
allocation of taxes: agricultural land exclusion.**

**Progress bar**

**Bill information**

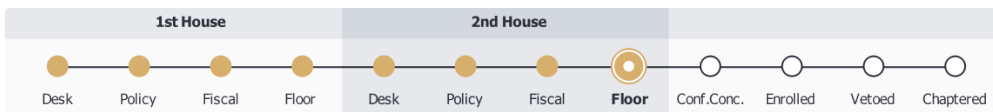
**Status:** 08/18/2025 - Read second time. Ordered to third reading.

**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. Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as the public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law requires the public financing authority to prepare and adopt a proposed infrastructure financing plan, as specified. Current law authorizes the plan to require a certain portion of specified taxes levied upon property within the district to be allocated to the district each year, as specified. Existing law authorizes certain local agencies to form a Community Revitalization and Investment Authority within a community revitalization and investment area to carry out a community revitalization plan in that area for specified purposes. Current law authorizes the plan to require a certain portion of specified taxes levied upon property within the area to be allocated to the authority to finance improvements, as specified. This bill would exclude the taxes levied upon a parcel of land enrolled in or subject to a Williamson Act contract or a farmland security zone contract, as specified, from the above-described allocations to the district or authority, as applicable. (Based on 07/07/2025 text)

**Location:** 08/18/2025 - Assembly THIRD READING

**Current Text:** 07/07/2025 - Amended

**Last Amend:** 07/07/2025

[SB 9](#)
[Arreguín, D](#)
[HTML](#)
[PDF](#)
**Accessory Dwelling Units: ordinances.****Progress bar****Bill information**

**Status:** 08/18/2025 - Read second time. Ordered to third reading.

**Summary:** The Planning and Zoning Law requires a local agency to submit an accessory dwelling unit ordinance to the Department of Housing and Community Development within 60 days after adoption. The law authorizes the department to submit written findings to a local agency as to whether the ordinance complies with the standards. If the department finds that the ordinance does not comply with the standards, the law requires the department to provide a local agency reasonable time, no longer than 30 days, to respond to its findings. If the local agency does not amend its ordinance in response to those findings or does not adopt a resolution with findings explaining the reason the ordinance complies with the standards and addressing the department's findings, the law requires the department to notify the local agency and authorizes the department to notify the Attorney General that the local agency is in violation of state law. This bill would invalidate the ordinance if the local agency fails to submit a copy of the ordinance to the department within 60 days of adoption or fails to respond to the department's findings that the ordinance does not



comply with the standards within 30 days, as described above. (Based on 06/19/2025 text)

**Location:** 08/18/2025 - Assembly THIRD READING

**Current Text:** 06/19/2025 - Amended

**Last Amend:** 06/19/2025

SB 16

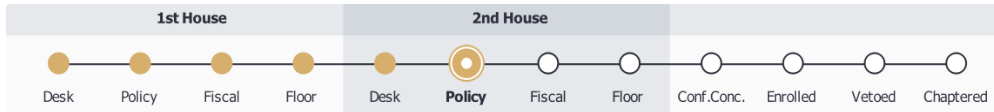
Blakespear, D

[HTML](#)

[PDF](#)

## Ending Street Homelessness Act.

### Progress bar



### Bill information

**Status:** 07/10/2025 - July 16 hearing postponed by committee.

**Summary:** Current law requires each city, county, and city and county to revise its housing element according to a specified schedule, as provided. Current law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, and requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. At least 2 years before a scheduled revision of the housing element, as specified, existing law requires each council of governments, or delegate subregion as applicable, to develop, in consultation with the department, a proposed methodology for distributing the existing and projected regional housing need to jurisdictions, as specified. Current law requires that the final allocation plan ensure that the total regional housing need, by income category, determined as specified, is maintained, and that each jurisdiction in the region receive an allocation of units for low- and very low income households. For the 7th and subsequent revisions of the housing element, current law also requires that the allocation to each region include an allocation of units for acutely low and extremely low income households. This bill, until January 1, 2032, would require the council of governments, or delegate subregion, as applicable, in developing the proposed allocation methodology that allocates each jurisdiction's share of the regional housing need for acutely low income housing, to count any newly constructed interim housing, as specified, as meeting the needs of acutely low income households. By imposing additional duties on local governments, this bill would impose a state-mandated local program. (Based on 06/23/2025 text)

**Location:** 06/09/2025 - Assembly H. & C.D.

**Current Text:** 06/23/2025 - Amended

**Last Amend:** 06/23/2025

SB 21

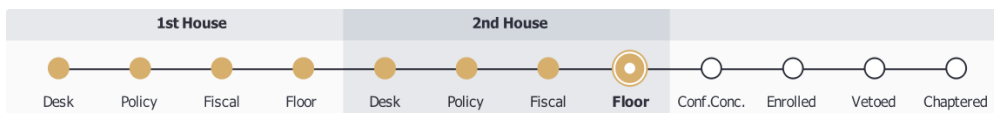
Durazo, D

[HTML](#)

[PDF](#)

## Single-room occupancy units: demolition and replacement: housing assistance programs: eligibility for homeless individuals and families.

### Progress bar



### Bill information



**Status:** 08/25/2025 - From consent calendar on motion of Assembly Member Garcia. Ordered to third reading.

**Summary:** The Housing Crisis Act of 2019, among other things, prohibits an affected city or an affected county, as defined, from approving a housing development project that will require the demolition of occupied or vacant protected units, as defined, or that is located on a site where protected units were demolished in the previous 5 years unless specified requirements are met. Among these requirements, current law requires that the project replace all existing protected units and protected units demolished on or after January 1, 2020, and, if the project is a housing development project, as defined, it will include at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the last 5 years. This bill, notwithstanding the above-described requirements, in the case of rehabilitation or replacement of an existing single-room occupancy building that meets prescribed criteria, would permit an affected city or an affected county to reduce the number of replacement units required if the project meets specified requirements, including, among others, that the reduction in replacement units is necessary to accommodate the conversion of single-room occupancy units, as provided, and that the converted units will be rental units with affordable rents, as specified. (Based on 07/07/2025 text)

**Location:** 08/25/2025 - Assembly THIRD READING

**Current Text:** 07/07/2025 - Amended

**Last Amend:** 07/07/2025

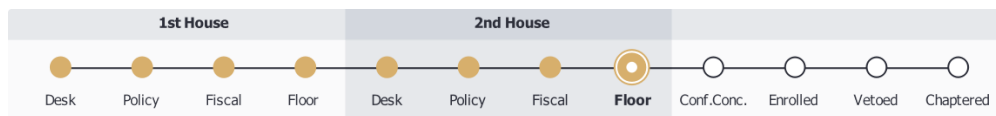
SB 30

Cortese, D

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

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

#### Progress bar



#### Bill information

**Status:** 08/21/2025 - Read second time. Ordered to third reading.

**Summary:** Would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring ownership of that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of the ownership of that equipment from the prohibition if the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives, the equipment produces emissions equivalent to any equipment within any of those federal categories, or the diesel engine is removed from the equipment, as specified. (Based on 07/16/2025 text)

**Location:** 08/21/2025 - Assembly THIRD READING

**Current Text:** 07/16/2025 - Amended

**Last Amend:** 07/16/2025

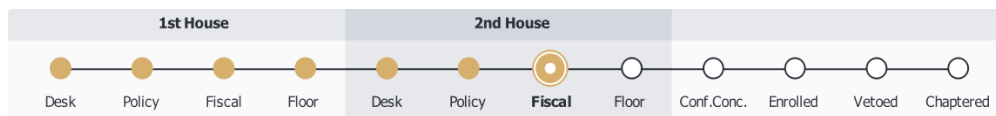
SB 63

Wiener, D

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

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

#### Progress bar



#### Bill information

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

**Summary:** Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified 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. (Based on 07/09/2025 text)

**Location:** 08/20/2025 - Assembly APPR.  
SUSPENSE FILE

**Current Text:** 07/09/2025 - Amended

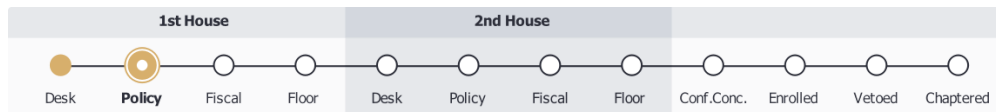
**Last Amend:** 07/09/2025

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.

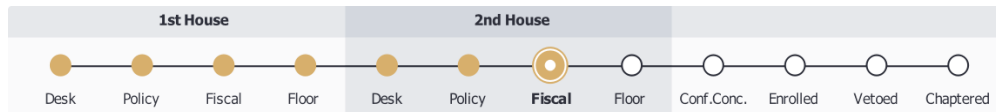
**Current Text:** 01/10/2025 - Introduced

SB 71

Wiener, D

HTML

PDF

**California Environmental Quality Act: exemptions: environmental leadership transit projects.****Progress bar****Bill information**

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption

indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. (Based on 07/17/2025 text)

**Location:** 08/20/2025 - Assembly APPR.  
SUSPENSE FILE

**Current Text:** 07/17/2025 - Amended  
**Last Amend:** 07/17/2025

SB 74

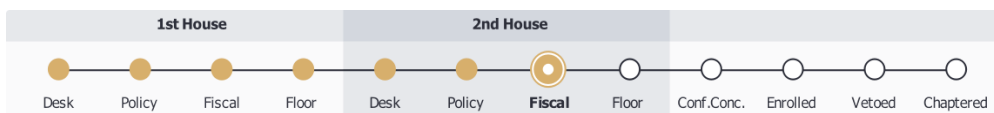
Seyarto, R

HTML

PDF

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

#### Progress bar



#### Bill information

**Status:** 07/02/2025 - July 2 set for first hearing. Placed on APPR. suspense file.

**Summary:** Current law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Current law authorizes a local agency to finance infrastructure projects through various means, including by authorizing a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified. (Based on 04/07/2025 text)

**Location:** 07/02/2025 - Assembly APPR.  
SUSPENSE FILE

**Current Text:** 04/07/2025 - Amended  
**Last Amend:** 04/07/2025

SB 78

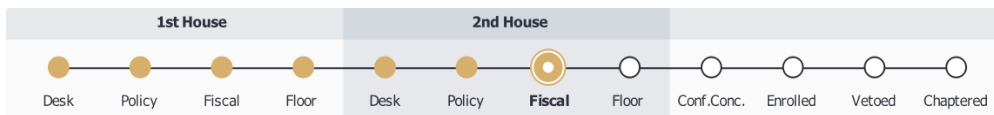
Seyarto, R

HTML

PDF

### Department of Transportation: report: state highway system: safety enhancements.

#### Progress bar



#### Bill information

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

**Summary:** Would require the Department of Transportation to prepare a report to identify the types of safety enhancements that could be implemented on the state highway system, the

common factors, if any, contributing to the delay in delivering those safety enhancements, and strategies to expedite safety enhancements on the state highway system. The bill would require the department to submit the report to the Legislature on or before January 1, 2027. (Based on 04/02/2025 text)

<b>Location:</b>	08/20/2025 - Assembly APPR. SUSPENSE FILE	<b>Current Text:</b>	04/02/2025 - Amended
		<b>Last Amend:</b>	04/02/2025

SB 79

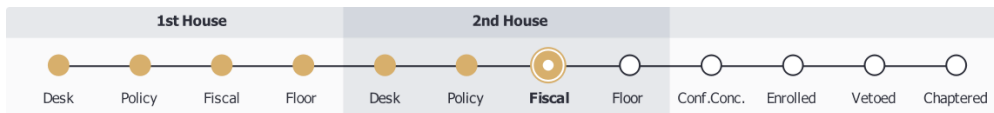
Wiener, D

HTML

PDF

#### Housing development: transit-oriented development.

##### Progress bar



##### Bill information

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

**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 contains certain mandatory elements, including a housing element. Current law requires that the housing element 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, as specified. Current law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Current law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires each local government to revise its housing element in accordance with a specified schedule. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would establish requirements concerning height limits, density, and floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. (Based on 07/17/2025 text)

<b>Location:</b>	08/20/2025 - Assembly APPR. SUSPENSE FILE	<b>Current Text:</b>	07/17/2025 - Amended
		<b>Last Amend:</b>	07/17/2025

SB 92

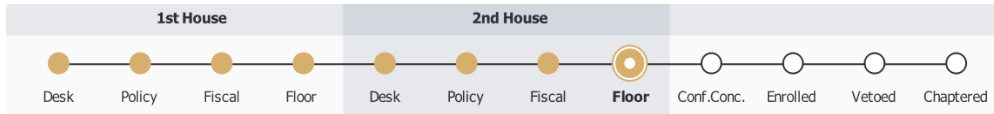
Blakespear, D

HTML

PDF

#### Housing development: density bonuses.

##### Progress bar

**Bill information**

**Status:** 08/18/2025 - Read second time. Ordered to third reading.

**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, other incentives or concessions, and waivers or reductions of development standards, as specified, if the developer agrees to construct specified units and meets other requirements. This bill would specify that a concession and incentive shall not result in a proposed project, as prescribed, with a specified commercial floor area ratio. The bill would also specify that certain provisions of the Density Bonus Law do not require a city, county, or city and county to approve, grant a concession or incentive requiring approval of, or waive or reduce development standards otherwise applicable to, transient lodging as part of a housing development, except as specified. (Based on 07/07/2025 text)

**Location:** 08/18/2025 - Assembly THIRD READING

**Current Text:** 07/07/2025 - Amended

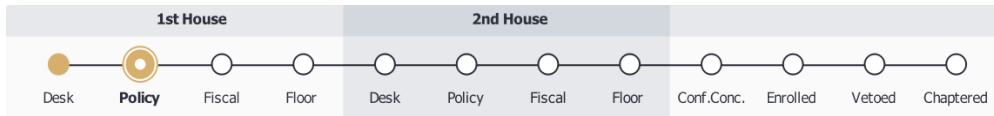
**Last Amend:** 07/07/2025

SB 222

Wiener, D

HTML

PDF

**Climate disasters: civil actions.****Progress bar****Bill information**

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

**Summary:** Current law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act or omission of another, existing law authorizes them to recover compensation from the person at fault, which is known as damages. This bill would authorize a person who suffered physical harm to their person or property totaling at least \$10,000 to bring a civil action against a party responsible for a climate disaster to recover damages, restitution, specified costs, and other appropriate relief. The bill would make responsible parties jointly, severally, and strictly liable to a plaintiff for damages and restitution. (Based on 03/28/2025 text)

**Location:** 02/05/2025 - Senate JUD.

**Current Text:** 03/28/2025 - Amended

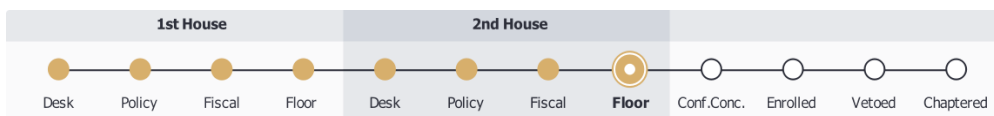
**Last Amend:** 03/28/2025

SB 233

Seyarto, R

HTML

PDF

**Regional housing need: determination: consultation with councils of governments.****Progress bar****Bill information**

**Status:** 08/21/2025 - Read second time. Ordered to third reading.

**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 06/19/2025 text)

**Location:** 08/21/2025 - Assembly THIRD READING

**Current Text:** 06/19/2025 - Amended

**Last Amend:** 06/19/2025

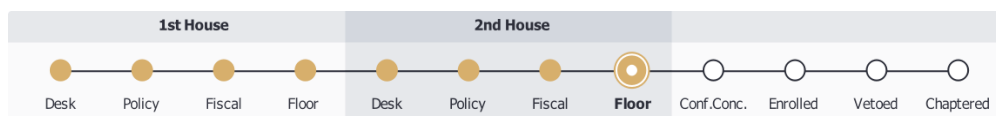
SB 262

Wahab, D

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

**Housing element: prohousing designations: prohousing local policies.**

#### Progress bar



#### Bill information

**Status:** 08/21/2025 - Read second time. Ordered to third reading.

**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 include additional examples of prohousing local policies under the above-described provisions, as specified. (Based on 07/07/2025 text)

**Location:** 08/21/2025 - Assembly THIRD READING

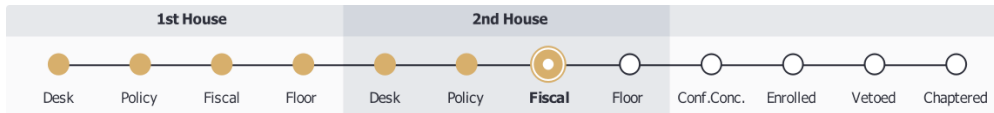
**Current Text:** 07/07/2025 - Amended

**Last Amend:** 07/07/2025

SB 274

Cervantes, D

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

**Automated license plate recognition systems.****Progress bar****Bill information**

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

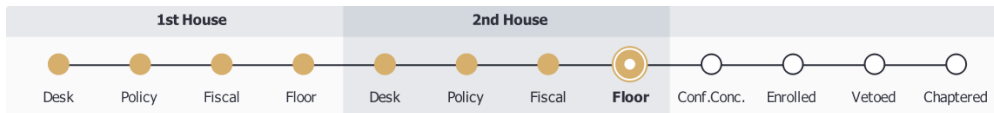
**Summary:** Current law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Current law defines ALPR information as information or data collected through the use of an ALPR system. This bill would provide that "public agency" does not include a transportation agency, as specified. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense. The bill would prohibit a public agency from retaining ALPR information for more than 60 days after the date of collection if it does not match information on an authorized hot list, as defined. (Based on 07/17/2025 text)

**Location:** 08/20/2025 - Assembly APPR.  
SUSPENSE FILE

**Current Text:** 07/17/2025 - Amended  
**Last Amend:** 07/17/2025

SB 340

Laird, D

[HTML](#)[PDF](#)**General plans: housing element: emergency shelter.****Progress bar****Bill information**

**Status:** 08/25/2025 - From consent calendar on motion of Assembly Member Garcia. Ordered to third reading.

**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:** 08/25/2025 - Assembly THIRD  
READING

**Current Text:** 03/17/2025 - Amended  
**Last Amend:** 03/17/2025

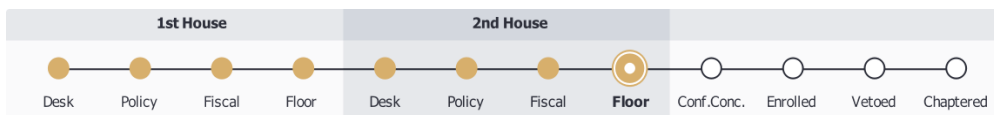


SB 358

Becker, D

HTML

PDF

**Mitigation Fee Act: mitigating vehicular traffic impacts.****Progress bar****Bill information****Status:** 08/21/2025 - Read second time. Ordered to third reading.

**Summary:** The Mitigation Fee Act imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for that fee, if the housing development satisfies all of certain prescribed characteristics, to reflect a lower rate of automobile trip generation associated with such housing developments in comparison with housing developments without the prescribed characteristics, unless the local agency adopts findings after a public hearing establishing that the housing development, even with those characteristics, would not generate fewer automobile trips than a housing development without those characteristics. This bill would require those findings to be supported by substantial evidence in the record before or as part of the housing development project approval process. (Based on 07/07/2025 text)

**Location:** 08/21/2025 - Assembly THIRD READING

**Current Text:** 07/07/2025 - Amended

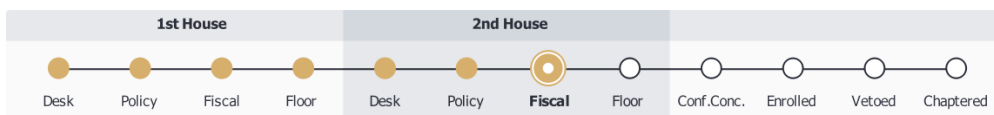
**Last Amend:** 07/07/2025

SB 359

Niello, R

HTML

PDF

**Use Fuel Tax Law: Diesel Fuel Tax Law: exempt bus operation.****Progress bar****Bill information****Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

**Summary:** The Use Fuel Tax Law imposes a state excise tax at specified rates, generally \$0.18 per gallon, on the use of fuel, as defined, and establishes various exemptions from those taxes, including an exemption for any transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided. (Based on 06/26/2025 text)

**Location:** 08/20/2025 - Assembly APPR. SUSPENSE FILE

**Current Text:** 06/26/2025 - Amended

**Last Amend:** 06/26/2025

SB 360

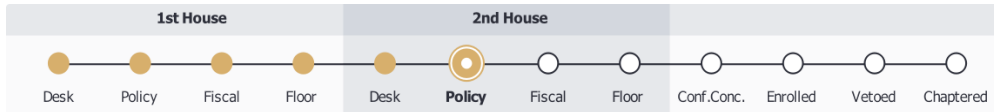
Rubio, D

HTML

PDF

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



**Bill information**

**Status:** 06/05/2025 - Referred to Com. on W. P., & W.

**Summary:** (1)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. The initiative measure authorizes the act to be amended by a 2/3 vote of the Legislature if the amendment is consistent with the purposes of the act. Existing law requires an applicant receiving state funds under the act to maintain any property acquired in perpetuity, as specified, to 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. Existing 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. 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, and preservation of historical resources as appropriate purposes. (Based on 05/23/2025 text)

**Location:** 06/05/2025 - Assembly W.,P. & W.

**Current Text:** 05/23/2025 - Amended

**Last Amend:** 05/23/2025

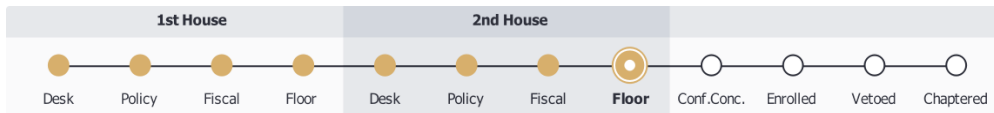
SB 410

Grayson, D

HTML

PDF

**Common interest developments: association records: exterior elevated elements inspection.**

**Progress bar****Bill information**

**Status:** 08/26/2025 - Read third time and amended. Ordered to third reading.

**Summary:** The Davis-Stirling Common Interest Development Act governs the management and operation of common interest developments. 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 an inspector to perform the visual inspection described above, as specified, and to issue a written report containing certain information, including recommendations for any necessary repair or replacement of the load-bearing components and associated waterproofing system, as those terms are defined. Current law limits the above-described provisions related to exterior elevated element inspections to buildings containing 3 or more multifamily dwelling units. Current law requires the owner of a separate interest, as defined, to provide specified documents to a prospective purchaser, as provided, and an association, as defined, to provide to the owner of a separate interest, upon request, those specified documents. Current law requires an association to distinguish and bill separately any fee charged for providing those specified documents to a separate interest owner and provides a form for billing disclosures, as provided. This bill would, in addition, require the above-described inspector's report to contain certain information, including the total number of units in the condominium project, as prescribed, and a certification that the inspector has conducted a visual inspection and evaluated a statistically significant sample, as defined, of the exterior elevated elements within the condominium project. The bill would, instead, apply the

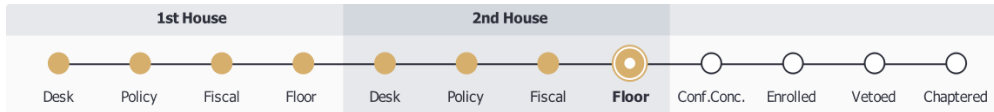
above-described provisions related to exterior elevated element inspections to buildings containing 3 or more attached multifamily dwelling units. (Based on 08/26/2025 text)

**Location:** 07/17/2025 - Assembly THIRD READING  
**Current Text:** 08/26/2025 - Amended  
**Last Amend:** 08/26/2025

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

### Planning and zoning: logistics use developments: truck routes.

#### Progress bar



#### Bill information

**Status:** 08/21/2025 - Read second time. Ordered to third reading.

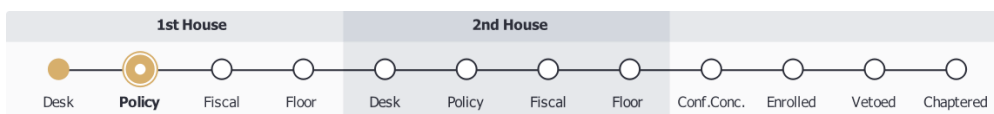
**Summary:** Current law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Current law defines various terms, including “21st century warehouse,” and “tier 1 21st century warehouse,” for purposes of those provisions as logistics uses that, among other things, comply with specified building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Current law, subject to specified exceptions, defines “logistics use” for these purposes to mean a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the building permit for a development of a 21st century warehouse is issued and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. The bill would revise the definition of “logistics use” and instead define “logistics use development” for these purposes to mean a building that is primarily used as a warehouse for the movement or the storage of cargo, goods, or products that are moved to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. (Based on 07/17/2025 text)

**Location:** 08/21/2025 - Assembly THIRD READING  
**Current Text:** 07/17/2025 - Amended  
**Last Amend:** 07/17/2025

[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

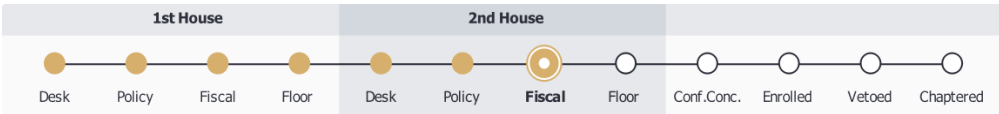
Caballero, D

HTML

PDF

**Hydrogen fuel.**

**Progress bar**



**Bill information**

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

**Summary:** Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would, on and after July 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel, as defined. (Based on 06/23/2025 text)

**Location:** 08/20/2025 - Assembly APPR. SUSPENSE FILE **Current Text:** 06/23/2025 - Amended **Last Amend:** 06/23/2025

SB 445

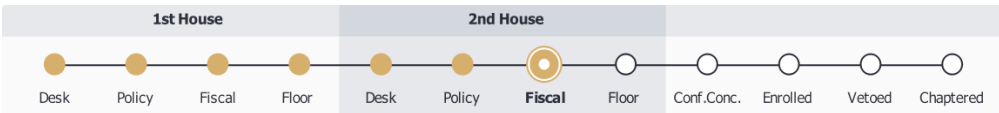
Wiener, D

HTML

PDF

**High-speed rail: third-party agreements, permits, and approvals: regulations.**

**Progress bar**



**Bill information**

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

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

that, where relevant, identifies who is responsible for specific utility relocations, as specified. (Based on 07/17/2025 text)

<b>Location:</b>	08/20/2025 - Assembly APPR. SUSPENSE FILE	<b>Current Text:</b>	07/17/2025 - Amended
		<b>Last Amend:</b>	07/17/2025

SB 486

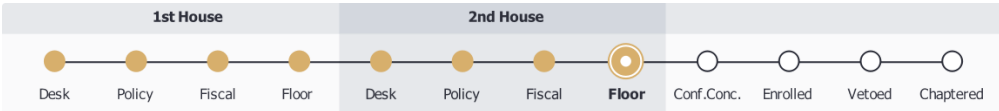
Cabaldon, D

HTML

PDF

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

**Progress bar**



**Bill information**

**Status:** 08/21/2025 - Read second time. Ordered to third reading.

**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. (Based on 07/17/2025 text)

<b>Location:</b>	08/21/2025 - Assembly THIRD READING	<b>Current Text:</b>	07/17/2025 - Amended
		<b>Last Amend:</b>	07/17/2025

SB 489

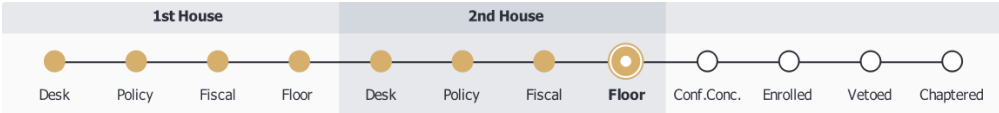
Arreguin, D

HTML

PDF

**Local agency formation commissions: written policies and procedures: Permit Streamlining Act: housing development projects.**

**Progress bar**



**Bill information**

**Status:** 08/26/2025 - Read third time and amended. Ordered to third reading.

**Summary:** The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 governs the procedures for the formation and change of organization of cities and special districts and establishes a local agency formation commission in each county consisting of members appointed as provided. The act expresses the intent of the Legislature that each local agency formation commission, by January 1, 2002, establish written policies and procedures and exercise its powers in a way that encourages and provides planned, well-ordered, efficient urban development patterns, as specified. The act requires these written policies and procedures to include forms to be used for various submittals to the commission, as provided. The act requires each commission to provide access to notices

and other information to the public on an internet website, as specified, including notice of all public hearings and commission meetings. This bill would require that each local agency formation commission establish the written policies and procedures described above. The bill would require that the written policies and procedures include any forms necessary for a complete application to the commission concerning a proposed change of organization or reorganization. (Based on 08/26/2025 text)

<b>Location:</b>	08/25/2025 - Assembly THIRD READING	<b>Current Text:</b>	08/26/2025 - Amended
		<b>Last Amend:</b>	08/26/2025

SB 492

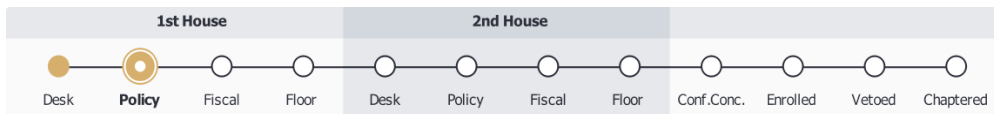
Menjivar, D

HTML

PDF

### Youth Housing Bond Act of 2025.

#### Progress bar



#### 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)

<b>Location:</b>	02/19/2025 - Senate RLS.	<b>Current Text:</b>	02/19/2025 - Introduced
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SB 506

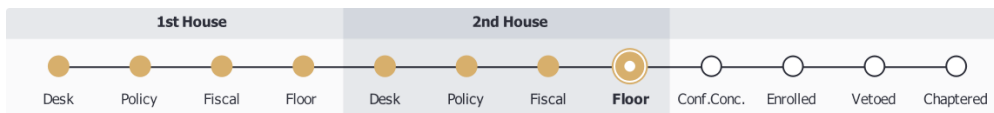
Committee on Transportation

HTML

PDF

### Transportation: omnibus bill.

#### Progress bar



#### Bill information

**Status:** 08/21/2025 - Read second time. Ordered to consent calendar.

**Summary:** Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley that meets the goals and objectives of the community, as specified. Current law requires the authority's governing board to be composed of 15 representatives. The bill would replace the Mountain House Community Services District with the City of Mountain House on the authority's governing board. (Based on 06/05/2025 text)

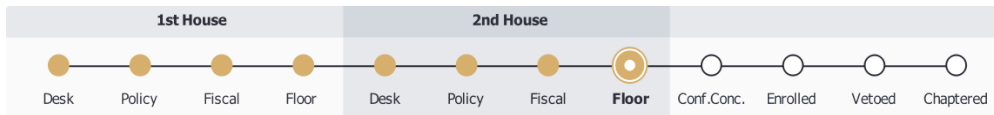
<b>Location:</b>	08/20/2025 - Assembly CONSENT CALENDAR	<b>Current Text:</b>	06/05/2025 - Amended
		<b>Last Amend:</b>	06/05/2025

SB 512

Pérez, D

HTML

PDF

**District elections: initiatives.****Progress bar****Bill information****Status:** 08/21/2025 - Read second time. Ordered to third reading.

**Summary:** Current law prescribes the procedures by which a proposed ordinance may be submitted to the governing board of a district by an initiative measure. These procedures do not apply to specified districts, including a district formed under a law that does not provide a procedure for elections. This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district, and the bill would require the initiative measure to contain all spending limitations and substantive accountability standards applicable to a tax imposed by an ordinance enacted by the governing body. (Based on 07/17/2025 text)

**Location:** 08/21/2025 - Assembly THIRD READING

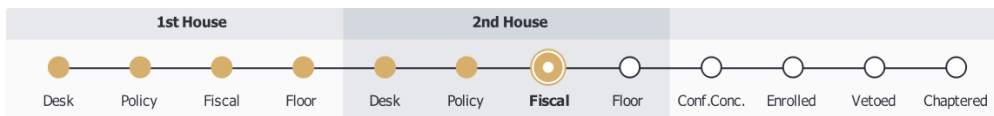
**Current Text:** 07/17/2025 - Amended  
**Last Amend:** 07/17/2025

SB 647

Hurtado, D

HTML

PDF

**Energy: Equitable Building Decarbonization Program: Low-Income Oversight Board: membership: performance metrics.****Progress bar****Bill information****Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

**Summary:** Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to establish the Equitable Building Decarbonization Program that includes the direct install program and the statewide incentive program for low-carbon building technologies, as provided. This bill would require the Energy Commission to establish a mechanism to notify applicants to the Equitable Building Decarbonization Program that they may also be eligible for building energy efficiency and decarbonization incentives authorized by the Public Utilities Commission (PUC). (Based on 07/14/2025 text)

**Location:** 08/20/2025 - Assembly APPR. SUSPENSE FILE

**Current Text:** 07/14/2025 - Amended  
**Last Amend:** 07/14/2025

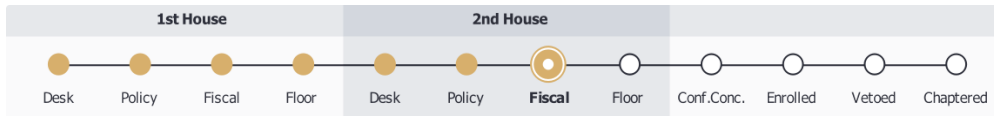
SB 707

Durazo, D

HTML

PDF

**Open meetings: meeting and teleconference requirements.**

**Progress bar****Bill information**

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

**Summary:** (1)Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. (Based on 07/17/2025 text)

**Location:** 08/20/2025 - Assembly APPR.  
SUSPENSE FILE

**Current Text:** 07/17/2025 - Amended  
**Last Amend:** 07/17/2025

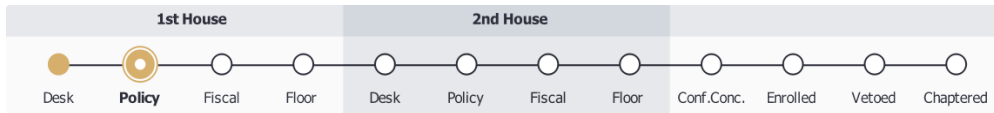
SB 726

Gonzalez, D

HTML

PDF

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

**Progress bar****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

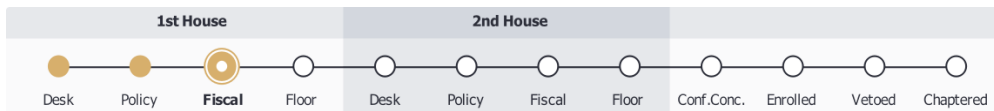
SB 752

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



**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:** 05/19/2025 - Senate APPR.  
SUSPENSE FILE

**Current Text:** 02/21/2025 - Introduced

SB 772

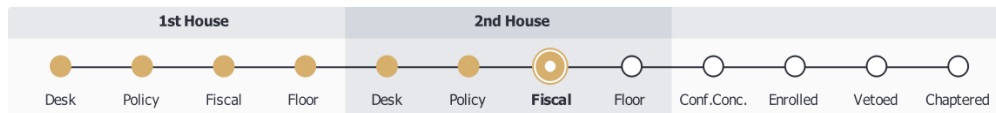
Cabaldon, D

[HTML](#)

[PDF](#)

#### Infill Infrastructure Grant Program of 2019: applications: eligibility.

##### Progress bar



##### Bill information

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

**Summary:** Existing law establishes the Infill Infrastructure Grant Program of 2019 (program), which requires the Department of Housing and Community Development, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area. Existing law requires the department to administer a specified competitive application process for capital improvement projects for large jurisdictions, as defined. For these purposes, existing law defines a qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses. This bill would expand the definition of qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that have been previously developed with urban uses. (Based on 07/17/2025 text)

**Location:** 08/20/2025 - Assembly APPR.  
SUSPENSE FILE

**Current Text:** 07/17/2025 - Amended

**Last Amend:** 07/17/2025

SB 786

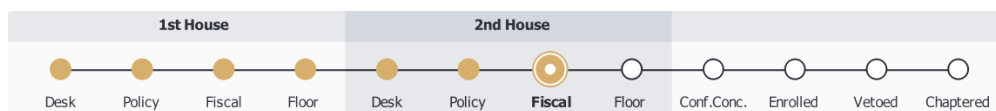
Arreguín, D

[HTML](#)

[PDF](#)

#### Planning and zoning: general plan: judicial challenges.

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##### Bill information

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.



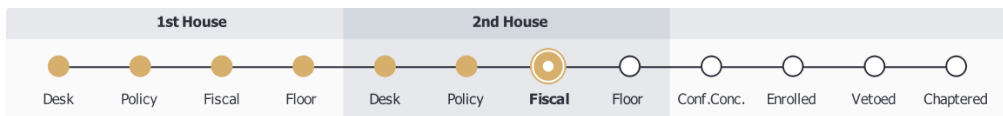
**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and of certain land outside its boundaries, and requires the general plan to contain specified mandatory elements. Current law specifies 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. Current 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 current 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. The bill would extend the requirement that a court grant temporary relief, as described above, in any instance in which the court orders a continuance, rather than only if the court grants a continuance to a respondent. (Based on 05/01/2025 text)

<b>Location:</b>	08/20/2025 - Assembly APPR. SUSPENSE FILE	<b>Current Text:</b>	05/01/2025 - Amended
		<b>Last Amend:</b>	05/01/2025

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

**State overpasses: suicide prevention.**

**Progress bar**



**Bill information**

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

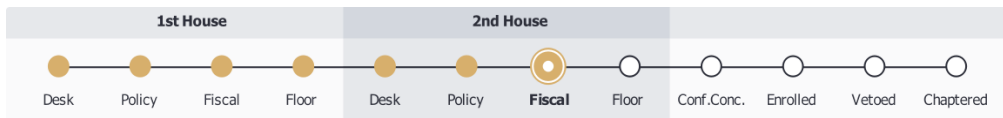
**Summary:** Would require the Department of Transportation, in consultation with affected local governments, to assess and determine appropriate mitigation measures to help prevent suicides on locally owned overpasses that cross over state highways, as specified. The bill would require the department to consult with the Office of Suicide Prevention on how to prioritize implementation of the mitigation measures. The bill would require the department to submit a report to the Legislature regarding its findings, as specified. (Based on 07/09/2025 text)

<b>Location:</b>	08/20/2025 - Assembly APPR. SUSPENSE FILE	<b>Current Text:</b>	07/09/2025 - Amended
		<b>Last Amend:</b>	07/09/2025

[SB 827](#) [Gonzalez, D](#) [HTML](#) [PDF](#)

**Local agency officials: training.**

**Progress bar**



**Bill information**

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

**Summary:** Existing law imposes ethics training on specified local agency officials. Existing law requires each training to be 2 hours and requires the officials to receive each training every 2 years, and as described otherwise, with the first training within one year of commencing service. Existing law requires the local agency to maintain records of the trainings, as prescribed. This bill would expand which local agency officials are required to complete the above-described ethics training to include department heads, or other similar administrative officers, and would instead require officials who commence service on or after January 1, 2026, to receive their initial training within 6 months of commencing service. The bill would require the local agency to publish the training records on its internet website, as specified. This bill contains other related provisions and other existing laws. (Based on 05/12/2025 text)

**Location:** 08/20/2025 - Assembly APPR. SUSPENSE FILE

**Current Text:** 05/12/2025 - Amended

**Last Amend:** 05/12/2025

SB 840

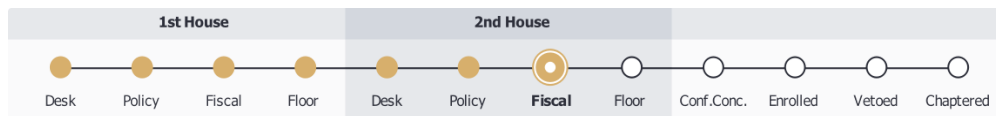
Limón, D

HTML

PDF

### Greenhouse gases: report.

#### Progress bar



#### Bill information

**Status:** 08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the 1990 levels no later than December 31, 2030. The act requires the Legislative Analyst's Office, until January 1, 2030, to annually submit to the Legislature a report on the economic impacts and benefits of those greenhouse gas emissions reduction targets. The act, until January 1, 2031, establishes the Independent Emissions Market Advisory Committee and requires the committee to annually report to the state board and the Joint Legislative Committee on Climate Change Policies on the environmental and economic performance of the regulations establishing the market-based compliance mechanism and other relevant climate change policies. This bill would extend indefinitely the requirement for the Legislative Analyst's Office to annually submit to the Legislature the report on the economic impacts and benefits of those greenhouse gas emissions targets. The bill would require the committee, at a public hearing, to review the annual report by the Legislative Analyst's Office. (Based on 03/26/2025 text)

**Location:** 08/20/2025 - Assembly APPR. SUSPENSE FILE

**Current Text:** 03/26/2025 - Amended

**Last Amend:** 03/26/2025

**Total Measures: 85**

**Total Tracking Forms: 107**

## *Minute Action*

### AGENDA ITEM: 3

***Date:*** *September 10, 2025*

***Subject:***

Federal Legislative Update

***Recommendation:***

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

- Transportation; and
- Council of Governments.

***Background:***

**Fiscal Year 2026 Appropriations Process**

Congress returned from their summer recess on September 2, 2025, and will face mounting challenges to advance the 12 appropriations bills before the September 30, 2025, deadline. The House has drafted a package closer to President Trump's skinny budget request, while the Senate has pursued a more bipartisan, moderate approach. Given the delay, at least a short-term Continuing Resolution (CR) is almost certain.

Notably, there is increasing momentum to include Congressionally Directed Spending (earmarks) in any CR this year, which is an important development since earmarks have historically been excluded.

Congressman Pete Aguilar included a \$2 million Community Project Funding Request for San Bernardino County Transportation Authority for the Highland-Redlands Regional Gap Connector Project.

**Executive Branch Updates**

- **Internal Revenue Service (IRS) Energy Tax Credit Guidance:** On August 15, 2025, the IRS issued initial guidance implementing provisions of the One Big Beautiful Bill Act, phasing out key wind and solar tax credits beginning July 2025. The President's accompanying Executive Order 14315 directs the Treasury to apply strict limits, reducing project eligibility. The IRS will host office hours on September 17, 2025, to address questions on elective pay and transferability.
- **Commerce Tariffs on Steel and Aluminum:** The Department of Commerce added 407 new product categories subject to a 50% tariff on steel and aluminum content. Affected products include home appliances, furniture, electric vehicle motors, wind turbines, and even smaller goods such as aerosol cans.

**Department of Transportation**

- **Marc Molinaro Sworn in as Federal Transit Administration (FTA) Administrator:** In August, Mr. Molinaro was sworn in to lead the FTA. His confirmation provides stability and leadership at a critical time for transit agencies navigating Infrastructure Investment and Jobs Act implementation, and CR negotiations and transit funding.

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

- **Transportation Secretary Sean Duffy Cancels California High-Speed Rail-Related Projects:** On August 26, 2025, Secretary Duffy announced that the Federal Railroad Administration (FRA) is withdrawing funding for four projects linked to California’s High-Speed Rail program, totaling \$175 million. The cancellations include the Le Grand Overcrossing (\$89.6M), Southern San Jose Grade Separations (\$7.5M), Downtown Rail Extension Final Design (\$24.6M), and the Madera Station Project (\$54.5M).
  - This follows FRA’s July 2025, decision to terminate \$4 billion in grants to the California High-Speed Rail Authority (CHSRA) after a critical report found CHSRA unlikely to complete the Merced–Bakersfield line by 2033.
  - Secretary Duffy signaled FRA will continue reviewing all obligated grants tied to the project, reiterating his commitment to redirect resources toward “well-managed” transportation investments.
- **Enforcement of English Language Requirements for Commercial Drivers:** Also on August 26, 2025, Secretary Duffy announced that the states of California, Washington, and New Mexico will lose Federal Motor Carrier Safety Assistance Program funds unless they comply with English Language Proficiency (ELP) enforcement standards for commercial drivers.
  - States have 30 days to demonstrate compliance before losing up to 100% of their federal safety funding.
  - A Federal Motor Carrier Safety Administration investigation found that California, Washington, and New Mexico routinely failed to place out-of-service drivers with ELP violations, including honoring out-of-state citations.
  - Secretary Duffy tied the announcement to broader road safety concerns, citing a recent fatal crash in Florida and stressing that states cannot selectively ignore federal safety rules.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

***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: September 10, 2025

Witnessed By:

## ***Minute Action***

AGENDA ITEM: 4

***Date:*** September 10, 2025

***Subject:***

Resolution No. 26-006 Regarding VMT Mitigation Costs

***Recommendation:***

That the Legislative Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority and the San Bernardino Council of Governments:

Adopt Resolution No. 26-006 regarding the need for the State of California to study and address the impacts of Vehicle Miles Traveled Mitigation on transportation projects and housing developments.

***Background:***

California's Vehicle Miles Traveled (VMT) Mitigation framework, established through Senate Bill (SB) 743 and subsequent state guidance, shifted the focus of transportation impact analysis from vehicle delay or Level of Service to reductions in miles driven or VMT. While intended to be a mechanism designed to assist in reducing greenhouse gas emissions, VMT Mitigation requirements have created significant challenges for local agencies, like San Bernardino County Transportation Authority (SBCTA).

Implementing VMT Mitigation can substantially increase project costs, adding millions of dollars to transportation improvements that are already facing constrained funding. Unlike traditional mitigation measures, VMT strategies are frequently off-site, difficult to monitor, and can divert resources away from critical congestion relief and safety projects.

For these reasons, the SBCTA/San Bernardino Council of Governments (SBCOG) Board urges the California Legislature to conduct a thorough examination and analysis of the costs associated with implementing VMT Mitigation, as well as the impacts on critical funding sources, such as SB 1.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

***Reviewed By:***

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

***Responsible Staff:***

Tim Watkins, Chief of Legislative and Public Affairs

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Approved  
Legislative Policy Committee  
Date: September 10, 2025

Witnessed By:

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

**RESOLUTION NO. 26-006****A RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION  
AUTHORITY (SBCTA) AND SAN BERNARDINO COUNCIL OF GOVERNMENTS  
(SBCOG) CALLING ON THE CALIFORNIA STATE LEGISLATURE TO STUDY AND  
ADDRESS THE COST OF VMT MITIGATION TO TRANSPORTATION AND HOUSING  
DEVELOPMENTS**

**WHEREAS**, California continues to face a housing affordability crisis, with many working families unable to access attainable housing near jobs, schools, and essential services; and

**WHEREAS**, California has placed increasing responsibility on local governments to facilitate the development of new housing and transit services to meet the needs of their communities; and

**WHEREAS**, SBCTA is concerned that the cost of vehicle miles traveled (VMT) mitigation will significantly increase project costs, and increased costs will adversely impact the number of critical transportation projects SBCTA can deliver with the limited funding available for transportation infrastructure and operations; and

**WHEREAS**, SBCOG supports maximizing the availability of affordable housing and funding for it; and

**WHEREAS**, the goals of reducing VMT and addressing the state's climate goals must be pursued in a manner that also supports, rather than undermines, the ability of our communities to house their residents; and

**WHEREAS**, Assembly Bill 130 (2025) establishes a statewide VMT mitigation fund as an option for developers, by which VMT impacts can be mitigated.

**NOW, THEREFORE, BE IT RESOLVED** THAT THE SBCTA/SBCOG Board urges the California State Legislature to conduct a comprehensive and transparent study of the cost impacts of VMT mitigation on transportation projects and housing developments; and

**BE IT FURTHER RESOLVED** THAT THE SBCTA/SBCOG Board urges the California State Legislature to ensure that any mitigation funds generated by developments in San Bernardino County be returned to San Bernardino County for the implementation in San Bernardino County; and

**BE IT FURTHER RESOLVED** that copies of this resolution be transmitted to the Governor of California, the President pro Tempore of the California State Senate, the Speaker of the California State Assembly, and the authors of AB 130.

PASSED AND ADOPTED at a meeting of the Board of Directors of the San Bernardino County Transportation Authority and San Bernardino Council of Governments held on October 1, 2025.

By:

\_\_\_\_\_  
Rick Denison, Board President  
San Bernardino County Transportation Authority  
San Bernardino Council of Governments

ATTEST:

By:

\_\_\_\_\_  
Marleana Roman, Clerk of the Board  
San Bernardino County Transportation Authority  
San Bernardino Council of Governments

# **ADDITIONAL INFORMATION**



# LEGISLATIVE POLICY COMMITTEE ATTENDANCE RECORD – 2025

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Ray Marquez</b> City of Chino Hills		X	X	X	X	X		X				
<b>Jesse Armendarez</b> Board of Supervisors								X				
<b>Joe Baca, Jr</b> Board of Supervisors												
<b>Paul Cook</b> Board of Supervisors		X										
<b>Dawn Rowe</b> Board of Supervisors		X	X			X						
<b>Art Bishop</b> Town of Apple Valley		X	X	X	X	X		X				
<b>Larry McCallon</b> City of Highland		X	X	X	X	X		X				
<b>Alan Wapner</b> City of Ontario					X							
<b>Rick Denison</b> Town of Yucca Valley		X	X	X		X		X				

Communication: Attendance (Additional Information)

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

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

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

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