

STA Bill Matrix

Thursday, 02/27/2025

Legislation as of 2/26/2025

Sorted by: Measure

AB 21

DeMaio (R)

HTML

PDF

Taxpayer Protection Act of 2025.

Bill information

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

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

Location: 12/02/2024 - Assembly PRINT

AB 23

DeMaio (R)

HTML

PDF

The Cost of Living Reduction Act of 2025.

Bill information

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

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

Location: 12/02/2024 - Assembly PRINT

AB 33

Aguiar-Curry (D)

HTML

PDF

Autonomous vehicles.

Bill information

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

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

Location: 12/02/2024 - Assembly PRINT

[AB 61](#)

[Pacheco \(D\)](#)

[HTML](#)

[PDF](#)

Electricity and natural gas: legislation imposing mandated program and requirements: third-party review.

Bill information

Status: 02/03/2025 - Referred to Com. on U. & E.

Calendar: 03/26/25 A-UTILITIES AND ENERGY Upon adjournment of Communications and Conveyance Committee - State Capitol, Room 437 PETRIE-NORRIS, COTTIE, Chair

Summary: The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would request the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would request the office to develop and implement conflict-of-interest provisions that would prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a financial interest. The bill would establish the Energy Programs Benefit Fund in the State Treasury and continuously appropriate the moneys in the fund to the office to support the work of the office in providing analyses under the bill. The bill would repeal these provisions on January 1, 2031. (Based on 12/02/2024 text)

Location: 02/03/2025 - Assembly U. & E.

[AB 99](#)

[Ta \(R\)](#)

[HTML](#)

[PDF](#)

Electrical corporations: rates.

Bill information

Status: 02/03/2025 - Referred to Com. on U. & E.

Summary: Would prohibit an electrical corporation from proposing, and the Public Utilities Commission from approving, a rate increase above the rate of inflation, unless the rate increase is approved by a majority of the electrical corporation's customers voting in an election conducted according to specified requirements, and except when the commission determines that the costs underlying the rate increase are directly related to safety enhancements and modernization or to higher commodity or fuel costs. (Based on 01/08/2025 text)

Location: 02/03/2025 - Assembly U. & E.

[AB 253](#)[Ward \(D\)](#)[HTML](#)[PDF](#)**California Residential Private Permitting Review Act: residential building permits.****Bill information****Status:** 02/10/2025 - Referred to Coms. on L. GOV. and H. & C.D.**Summary:** The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. Current law authorizes a county's or city's governing body to prescribe fees for permits, certificates, or other forms or documents required or authorized under the State Housing Law. This bill, the California Residential Private Permitting Review Act, would require a county's or city's building department to prepare a residential building permit fee schedule and post the schedule on the county's or city's internet website, if the county or city prescribes residential building permit fees. (Based on 01/15/2025 text)**Location:** 02/10/2025 - Assembly L. GOV.[AB 300](#)[Lackey \(R\)](#)[HTML](#)[PDF](#)**Fire hazard severity zones: State Fire Marshal.****Bill information****Status:** 02/20/2025 - Re-referred to Coms. on NAT. RES. and E.M pursuant to Assembly Rule 96.**Summary:** Current law requires the State Fire Marshal to classify lands within state responsibility areas into fire hazard severity zones, and, by regulation, to 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 very high fire hazard severity zones that are not state responsibility areas, and designated and rated zones that are state responsibility areas, as provided. This bill would instead require the State Fire Marshall to do the above-described classification and review of lands within state responsibility areas as fire hazard severity zones, and identification and review of areas in the state as moderate, high, and very high fire hazard severity zones, as specified, every 5 years. (Based on 02/14/2025 text)**Location:** 02/20/2025 - Assembly NAT. RES.**Last Amend:** 02/14/2025[AB 334](#)[Petrie-Norris \(D\)](#)[HTML](#)[PDF](#)**Operators of toll facilities: interoperability programs: vehicle information.****Bill information****Status:** 02/10/2025 - Referred to Coms. on TRANS. and P. & C.P.**Summary:** Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle

identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability. (Based on 01/28/2025 text)

Location: 02/10/2025 - Assembly TRANS.

[AB 339](#)

[Ortega \(D\)](#)

[HTML](#)

[PDF](#)

Local public employee organizations: notice requirements.

Bill information

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

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

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

[AB 340](#)

[Ahrens \(D\)](#)

[HTML](#)

[PDF](#)

Employer-employee relations: confidential communications.

Bill information

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

Summary: Current law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, provisions relating to higher education, and provisions relating to the San Francisco Bay Area Rapid Transit District, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on

employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by current law. This bill would also prohibit a local public agency employer, a state employer, a public school employer, a higher education employer, or the district from questioning any employee or employee representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. (Based on 01/28/2025 text)

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

AB 370

Carrillo (D)

[HTML](#)

[PDF](#)

California Public Records Act: cyberattacks.

Bill information

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

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Current law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would revise the definition of unusual circumstances as it applies to a state of emergency to require the state of emergency, in addition to currently affecting the agency's ability to timely respond to requests as described above, to also require the state of emergency to directly affect the agency's ability to timely respond to requests as described above. By restricting the time period in which a local agency may respond to requests, thus increasing the duties of local officials, this bill would create a state-mandated local program. (Based on 02/03/2025 text)

Location: 02/18/2025 - Assembly JUD.

AB 382

Berman (D)

[HTML](#)

[PDF](#)

Pedestrian safety: school zones: speed limits.

Bill information

Status: 02/25/2025 - Re-referred to Com. on TRANS.

Summary: Would establish a prima facie speed limit of 20 miles per hour in a school zone, as defined, subject to specified conditions, including, among others, when a school speed limit sign states "children are present" and children are present, as defined, and when a school speed limit sign states specific hours, as specified. By establishing new prima facie speed limits in school zones that would require changes to local speed limit signs, this bill would create a state-mandated local program. (Based on 02/24/2025 text)

Location: 02/24/2025 - Assembly TRANS.

Last Amend: 02/24/2025

[AB 421](#)

[Solache \(D\)](#)

[HTML](#)

[PDF](#)

Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.

Bill information

Status: 02/06/2025 - From printer. May be heard in committee March 8.

Summary: The California Values Act generally prohibits California law enforcement agencies from investigating, interrogating, detaining, detecting, or arresting persons for immigration enforcement purposes. Current law provides certain limited exceptions to this prohibition. This bill would prohibit California law enforcement agencies from collaborating with, or providing any information in writing, verbally, on in any other manner to, immigration authorities regarding proposed or currently underway immigration enforcement actions when the actions could be or are taking place within a radius of one mile of any childcare or daycare facility, religious institution, place of worship, hospital, or medical office. To the extent this bill would impose additional duties on local law enforcement agencies or officials, the bill would impose a state-mandated local program. (Based on 02/05/2025 text)

Location: 02/05/2025 - Assembly PRINT

[AB 435](#)

[Wilson \(D\)](#)

[HTML](#)

[PDF](#)

Vehicles: child passenger restraints.

Bill information

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

Summary: Current law requires a parent, legal guardian, or driver who transports a child under 8 years of age on a highway in a motor vehicle to properly secure that child in a rear seat in an appropriate child passenger restraint system, except, if the child or ward under 8 years of age is 4 feet 9 inches in height or taller, then the child or ward may be restrained by a safety belt rather than by a child passenger restraint system. This bill would instead require a parent, legal guardian, or driver who transports a child under 13 years of age on a highway in a motor vehicle to properly secure that child in a rear seat in an appropriate child passenger restraint system, except if the child or ward is under 13 years of age and meets all the requirements of a 5-Step test, the child or ward may be restrained by a safety belt rather than by a child passenger restraint system. (Based on 02/06/2025 text)

Location: 02/18/2025 - Assembly TRANS.

[AB 612](#)

[Rogers \(D\)](#)

[HTML](#)

[PDF](#)

Transportation: Highway Design Manual: emergency response times.

Bill information

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

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

Location: 02/24/2025 - Assembly TRANS.

[AB 657](#)

[Alvarez \(D\)](#)

[HTML](#)

[PDF](#)

Department of Transportation: state highways.

Bill information

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

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

Location: 02/14/2025 - Assembly PRINT

[AB 697](#)

[Wilson \(D\)](#)

[HTML](#)

[PDF](#)

Protected species: authorized take: State Route 37 improvements.

Bill information

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

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

Location: 02/14/2025 - Assembly PRINT

[AB 736](#)

[Wicks \(D\)](#)

[HTML](#)

[PDF](#)

The Affordable Housing Bond Act of 2026.

Bill information

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

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

Location: 02/18/2025 - Assembly PRINT

[AB 830](#)[Rogers \(D\)](#)[HTML](#)[PDF](#)

State highways: encroachment permits: relocating or removing encroachments: public utility districts.

Bill information

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

Summary: Current law authorizes the Department of Transportation to issue written permits to, among other things, place, change, or renew an encroachment. Current law requires a permit issued to a county, city, public corporation, or political subdivision that is authorized by law to establish or maintain any works or facilities in, under, or over any public highway, to contain a provision that, in the event the future improvement of the highway necessitates the relocation or removal of the encroachment, the permittee will relocate or remove the encroachment at the permittee's sole expense, as provided. This bill would exempt a public utility district from the above-described provision and instead would require the department to bear the sole expense of relocating or removing the public utility district's encroachment in the event a future improvement of the highway necessitates the relocation or removal of the encroachment. (Based on 02/19/2025 text)

Location: 02/19/2025 - Assembly PRINT

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

Transportation: Quick-Build Project Pilot Program.

Bill information

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

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

Location: 02/19/2025 - Assembly PRINT

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

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

Bill information

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

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

Location: 02/19/2025 - Assembly PRINT

[AB 941](#)[Zbur \(D\)](#)[HTML](#)[PDF](#)

California Environmental Quality Act: electrical infrastructure projects.

Bill information

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

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 certain projects from its requirements, including actions necessary to prevent or mitigate an emergency. Current law prohibits an electrical corporation from beginning the construction of a line, plant, or system, or extensions of those facilities without first obtaining from the Public Utilities Commission a certificate that the present or future convenience and necessity require or will require the construction. Current law specifies that the certificate is not required for the extension, expansion, upgrade, or other modification of existing electrical transmission facilities. This bill would require the commission to determine whether to certify the environmental impact report for an electrical infrastructure project that is a priority project, as defined, no later than 270 days after the commission determines that an application for an electrical infrastructure project is complete, except as specified. The bill would require a project applicant to identify an electrical infrastructure project that is a priority project and the basis for the designation in the application to the commission. The bill would require commission staff to review an application for a priority project no later than 30 days after it is filed and notify the applicant in writing of any deficiencies in the information and data submitted in the application. The bill would require the applicant to correct any deficiencies or notify the commission in writing why it is unable to, as specified, within 60 days of that notification. The bill would require the commission to deem an application for a priority project complete with a preliminary ruling setting the scope and schedule, as provided. (Based on 02/19/2025 text)

Location: 02/19/2025 - Assembly PRINT

[AB 954](#)[Bennett \(D\)](#)[HTML](#)[PDF](#)**State transportation improvement program: bicycle highway pilot program.****Bill information****Status:** 02/21/2025 - From printer. May be heard in committee March 23.**Summary:** Would require the Department of Transportation to prepare a proposal for the development, including the selection, of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California's major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP, as specified. The bill would require the department, on or before July 1, 2031, to report to the relevant policy committees of the Legislature on the status of the pilot program and recommendations for the development of additional networks of bicycle highways. (Based on 02/20/2025 text)**Location:** 02/20/2025 - Assembly PRINT[AB 975](#)[Gallagher \(R\)](#)[HTML](#)[PDF](#)**California Environmental Quality Act: exemptions: culverts and bridges.****Bill information****Status:** 02/21/2025 - From printer. May be heard in committee March 23.**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide an exemption from CEQA those projects or actions taken for the installation, maintenance, repair, or replacement of culverts and those projects or actions taken for the repair or replacement of a bridge with a span of 200 feet or less. (Based on 02/20/2025 text)**Location:** 02/20/2025 - Assembly PRINT[AB 1058](#)[Gonzalez, Jeff \(R\)](#)[HTML](#)[PDF](#)**Motor Vehicle Fuel Tax Law: suspension of tax.****Bill information****Status:** 02/21/2025 - From printer. May be heard in committee March 23.**Summary:** The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and

acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. (Based on 02/20/2025 text)

Location: 02/20/2025 - Assembly PRINT

[AB 1067](#)

[Quirk-Silva \(D\)](#)

[HTML](#)

[PDF](#)

Public employees' retirement: felony convictions.

Bill information

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

Summary: Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. This bill would require a public employer that is investigating a public employee for misconduct arising out of the actions described above, to continue the investigation even if the public employee retires while under investigation. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency. Under the bill, if a felony conviction results arising out of any conduct described above, the public employee would forfeit all accrued rights and benefits in any public retirement system pursuant to the provisions described above. This bill contains other related provisions and other existing laws. (Based on 02/20/2025 text)

Location: 02/20/2025 - Assembly PRINT

[AB 1070](#)

[Ward \(D\)](#)

[HTML](#)

[PDF](#)

Transit districts: governing boards: compensation: nonvoting members.

Bill information

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

Summary: Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would authorize the chair of the governing board of a transit district to exclude

these nonvoting members from meetings discussing negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 02/20/2025 text)

Location: 02/20/2025 - Assembly PRINT

AB 1114

Ávila Fariás (D)

[HTML](#)

[PDF](#)

Emergency vehicles: fee and toll exemptions.

Bill information

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

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

Location: 02/20/2025 - Assembly PRINT

AB 1132

Schiavo (D)

[HTML](#)

[PDF](#)

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

Bill information

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

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

Location: 02/20/2025 - Assembly PRINT

[AB 1198](#)[Haney \(D\)](#)[HTML](#)[PDF](#)**Public works: prevailing wages.****Bill information****Status:** 02/24/2025 - Read first time.

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

Location: 02/21/2025 - Assembly PRINT[AB 1207](#)[Irwin \(D\)](#)[HTML](#)[PDF](#)**Climate change: market-based compliance mechanism.****Bill information****Status:** 02/24/2025 - Read first time.

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

Location: 02/21/2025 - Assembly PRINT[AB 1268](#)[Macedo \(R\)](#)[HTML](#)[PDF](#)

Motor Vehicle Fuel Tax Law: adjustment suspension.

Bill information

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

Summary: The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

AB 1331

Elhawary (D)

HTML

PDF

Workplace surveillance.

Bill information

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

Summary: Would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in private, off-duty areas, as specified, and requiring workplace surveillance tools to be disabled during off-duty hours, as specified. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

AB 1340

Wicks (D)

HTML

PDF

Metropolitan Transportation Commission: duties.

Bill information

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

Summary: The Metropolitan Transportation Commission Act establishes the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the San Francisco Bay area, as provided. Existing law requires the commission to establish a regional transit coordinating council to better coordinate routes, schedules, fares, and transfers among the San Francisco Bay area transit operators and to explore potential advantages of joint ventures in certain areas. The act authorizes the commission, in consultation with the regional transit coordinating council, to identify functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service, and recommend that those functions be consolidated and performed through inter-operator agreements or as services

contracted to a single entity. This bill would require the commission to consult with the general manager from each transit operator, instead of the regional transit coordinating council, when identifying functions that could be consolidated and recommending their consolidation, as described above. To the extent that this bill would impose additional duties on transit operators, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

[AB 1410](#)

[Garcia \(D\)](#)

[HTML](#)

[PDF](#)

Public utilities: service outages and updates: alerts.

Bill information

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

Summary: Current law vests the Public Utilities Commission with regulatory authority over public utilities. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires the commission to determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed. This bill would require each public utility to automatically enroll customers in alerts for service outages and updates. The bill would require customers to be provided with the opportunity to opt-out of any alerts the customer does not wish to receive, except as provided. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

[AB 1421](#)

[Wilson \(D\)](#)

[HTML](#)

[PDF](#)

Vehicles: Road Usage Charge Technical Advisory Committee.

Bill information

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

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. (Based on 02/21/2025 text)

Location: 02/21/2025 - Assembly PRINT

[SB 63](#)[Wiener \(D\)](#)[HTML](#)[PDF](#)**San Francisco Bay area: local revenue measure: transportation funding.****Bill information****Status:** 01/29/2025 - Referred to Com. on RLS.**Summary:** Would state the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area. (Based on 01/09/2025 text)**Location:** 01/09/2025 - Senate RLS.[SB 71](#)[Wiener \(D\)](#)[HTML](#)[PDF](#)**California Environmental Quality Act: exemptions: transit projects.****Bill information****Status:** 01/29/2025 - Referred to Coms. on E.Q. and TRANS.**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. (Based on 01/14/2025 text)**Location:** 01/29/2025 - Senate E.Q.[SB 78](#)[Seyarto \(R\)](#)[HTML](#)[PDF](#)**Department of Transportation: study: state highway system: road safety projects.****Bill information****Status:** 01/29/2025 - Referred to Com. on TRANS.**Summary:** Would require the Department of Transportation to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of

those projects. The bill would require the department to post the study on its internet website on or before January 1, 2027. (Based on 01/15/2025 text)

Location: 01/29/2025 - Senate TRANS.

SB 79

Wiener (D)

[HTML](#)

[PDF](#)

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

Bill information

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

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

Location: 01/15/2025 - Senate RLS.

SB 417

Cabaldon (D)

[HTML](#)

[PDF](#)

The Affordable Housing Bond Act of 2026.

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.

SB 445

Wiener (D)

[HTML](#)

[PDF](#)

Sustainable Transportation Project Permits and Cooperative Agreements.

Bill information

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

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

Location: 02/18/2025 - Senate RLS.

[SB 496](#)

[Hurtado \(D\)](#)

[HTML](#)

[PDF](#)

Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.

Bill information

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

Summary: The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made. (Based on 02/19/2025 text)

Location: 02/19/2025 - Senate RLS.

[SB 506](#)[Committee on Transportation \(\)](#)[HTML](#)[PDF](#)**Transportation: omnibus bill.****Bill information****Status:** 02/20/2025 - From printer. May be acted upon on or after March 22.**Summary:** Existing law requires the Department of the California Highway Patrol to adopt reasonable rules and regulations which, in the judgment of the department, are designed to promote the safe operation of specified vehicles, including among other vehicles, schoolbuses and commercial motor vehicles. This bill would make technical, nonsubstantive changes to these provisions. (Based on 02/19/2025 text)**Location:** 02/19/2025 - Senate RLS.[SB 559](#)[Stern \(D\)](#)[HTML](#)[PDF](#)**Electricity: deenergization events: communications.****Bill information****Status:** 02/21/2025 - From printer. May be acted upon on or after March 23.**Summary:** Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, at the start of a deenergization event, an electrical corporation to immediately notify local emergency management organizations and local utility districts about the impacts of the deenergization, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public in real-time, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, at the start of a deenergization event, an electrical corporation to publish and make available real-time weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous weather conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided. This bill contains other related provisions and other existing laws. (Based on 02/20/2025 text)**Location:** 02/20/2025 - Senate RLS.

[SB 569](#)[Blakespear \(D\)](#)[HTML](#)[PDF](#)**Department of Transportation: homeless encampments.****Bill information**

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

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

Location: 02/20/2025 - Senate RLS.

[SB 578](#)[Smallwood-Cuevas \(D\)](#)[HTML](#)[PDF](#)**California Workplace Outreach Program.****Bill information**

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

Summary: The bill would require the Department of Industrial Relations to issue a competitive request for application to qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights. (Based on 02/20/2025 text)

Location: 02/20/2025 - Senate RLS.

[SB 642](#)[Limón \(D\)](#)[HTML](#)[PDF](#)**Employment: payment of wages.****Bill information**

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

Summary: Current law requires an employer, upon reasonable request, to provide the pay scale for a position to an applicant applying for the position. Current law requires an employer with 15 or more employees to include the pay scale for a position in any job posting. Existing law also requires an employer with 15 or more employees that engages a third party to announce, post, publish, or otherwise make known a job posting to provide the pay scale to the third party and requires the third party to include the pay scale in the job posting. Current law establishes certain civil penalties for a violation of those provisions, provides for enforcement by the Labor Commissioner of the Division of Labor Standards Enforcement, and

makes violation of certain provisions a crime. This bill would require the pay scale provided for purposes of those provisions to be no more than 10% above or below the mean pay rate within the salary or hourly wage range. (Based on 02/20/2025 text)

Location: 02/20/2025 - Senate RLS.

SB 707

Durazo (D)

[HTML](#)

[PDF](#)

Open meetings: meeting and teleconference requirements.

Bill information

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

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

Location: 02/21/2025 - Senate RLS.

SB 714

Archuleta (D)

[HTML](#)

[PDF](#)

Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.

Bill information

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

Summary: Current law requires the Deputy Secretary for Climate to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS.

SB 735

Committee on Local Government ()

[HTML](#)

[PDF](#)

Validations.

Bill information

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

Summary: This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions. (Based on 02/21/2025 text)

Location: 02/21/2025 - Senate RLS.

[SB 752](#)

[Richardson \(D\)](#)

[HTML](#)

[PDF](#)

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

Bill information

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

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

Location: 02/21/2025 - Senate RLS.

Total Measures: 52

Total Tracking Forms: 58