

AB 33

Aguiar-Curry, D

HTML

PDF

Autonomous vehicles.

Tracking form

Position

Watch

Bill information

Status: 09/11/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/9/2025)(May be acted upon Jan 2026)

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: 09/11/2025 - Senate 2 YEAR

Current Text: 06/30/2025 - Amended

Last Amend: 06/30/2025

AB 61

Pacheco, D

HTML

PDF

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

Tracking form

Position

Watch

Bill information

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Summary: Current law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. 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 require 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. (Based on 07/10/2025 text)

Location: 08/29/2025 - Senate 2 YEAR

Current Text: 07/10/2025 - Amended

Last Amend: 07/10/2025

[AB 259](#)

[Rubio, Blanca, D](#)

[HTML](#)

[PDF](#)

Open meetings: local agencies: teleconferences.

Tracking form

Position

Watch

Bill information

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)

Summary: The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. (Based on 04/21/2025 text)

Location: 07/17/2025 - Senate 2 YEAR

Current Text: 04/21/2025 - Amended

Last Amend: 04/21/2025

[AB 300](#)

[Lackey, R](#)

[HTML](#)

[PDF](#)

Fire hazard severity zones: State Fire Marshal.

Tracking form

Position

Watch

Bill information

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Summary: Current law requires the State Fire Marshal to identify areas in the state as moderate, high, and very high fire hazard severity zones, as specified. Current law also 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 Marshal, at least once every 5 years, to review areas in the state identified as moderate, high, and very high fire hazard severity zones, and to review lands within state responsibility areas classified as fire hazard severity zones. (Based on 05/05/2025 text)

Location: 08/28/2025 - Senate 2 YEAR

Current Text: 05/05/2025 - Amended

Last Amend: 05/05/2025

[AB 334](#)

[Petrie-Norris, D](#)

[HTML](#)

[PDF](#)

Operators of toll facilities: interoperability programs: vehicle information.

Tracking form

Position

Watch

Bill information

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

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: 09/11/2025 - Senate 2 YEAR

Current Text: 07/17/2025 - Amended

Last Amend: 07/17/2025

[AB 340](#)

[Ahrens, D](#)

[HTML](#)

[PDF](#)

Employer-employee relations: confidential communications.

Tracking form

Position

Watch

Bill information

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

Summary: Current law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, 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 current law further prohibit denying to employee organizations the rights guaranteed to them by current law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive 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 03/05/2025 text)

Location: 08/29/2025 - Senate 2 YEAR

Current Text: 03/05/2025 - Amended

Last Amend: 03/05/2025

[AB 736](#)

[Wicks, D](#)

[HTML](#)

[PDF](#)

The Affordable Housing Bond Act of 2026.

Tracking form

Position

Watch

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)

Location: 06/04/2025 - Senate Rules

Current Text: 04/10/2025 - Amended

Last Amend: 04/10/2025

[AB 891](#)

[Zbur, D](#)

[HTML](#)

[PDF](#)

Transportation: Quick-Build Pilot Program.

Tracking form

Position

Watch

Bill information

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)

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 2 YEAR

Current Text: 06/25/2025 - Amended

Last Amend: 06/25/2025

[AB 939](#)

[Schultz, D](#)

[HTML](#)

[PDF](#)

Housing development: density bonuses: affordability of for-sale units.

Tracking form

Position

Watch

Bill information

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 60. Noes 9.) In Senate. Read first time. To Com. on RLS. for assignment.

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. Current law, among other things, requires compliance with certain affordability requirements, including requiring that the applicant agree to ensure, and that the city, county, or city and county ensure, that a for-sale unit that qualified the applicant for the award of the density bonus is either (1) initially sold to and occupied by a person or family of very low, low, or moderate income, as specified, or (2) if the unit is not purchased by an income-qualified person or family within 180 days after the issuance of the certificate of occupancy, the unit is purchased by a qualified nonprofit housing corporation, as provided. This bill would additionally allow the applicant and the city, county, or city and county to comply with the above-described affordability requirements with respect to a for-sale unit by ensuring that the unit is purchased by a nonprofit corporation, as specified, for properties to be sold to and occupied by extremely low, very low, or lower income families who participate in a below-market interest rate loan program, as described. (Based on 01/15/2026 text)

Location: 01/29/2026 - Senate Rules

Current Text: 01/15/2026 - Amended

Last Amend: 01/15/2026

[AB 954](#)

[Bennett, D](#)

[HTML](#)

[PDF](#)

Interregional transportation strategic plan: bicycle highways.

Tracking form

Position

Watch

Bill information

Status: 09/11/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 8/29/2025)(May be acted upon Jan 2026)

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: 09/11/2025 - Senate 2 YEAR

Current Text: 06/30/2025 - Amended

Last Amend: 06/30/2025

[AB 1198](#)

[Haney, D](#)

[HTML](#)

[PDF](#)

Public works: prevailing wages.

Tracking form

Position

Position

Watch

Bill information

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 65. Noes 6.) In Senate. Read first time. To Com. on RLS. for assignment.

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, 2027, 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, 2027. 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. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. (Based on 01/22/2026 text)

Location: 01/29/2026 - Senate Rules

Current Text: 01/22/2026 - Amended

AB 1331

Elhawary, D

HTML

PDF

Workplace surveillance.

Tracking form

Position

Watch

Bill information

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)

Summary: Current law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Current law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering certain employee-only areas and public bathrooms and during off-duty hours, as specified. The bill would prohibit a worker from removing or physically tampering with any component of a workplace surveillance tool that is part of or embedded in employer equipment or vehicles. (Based on 09/04/2025 text)

Location: 09/13/2025 - Senate 2 YEAR

Current Text: 09/04/2025 - Amended

Last Amend: 09/04/2025

AB 1383

McKinnor, D

HTML

PDF

Public employees' retirement benefits: safety members.

Tracking form

Position

Position

Watch

Bill information

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 70. Noes 2.) In Senate. Read first time. To Com. on RLS. for assignment.

Summary: The California Public Employees' Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. The Teachers' Retirement Law establishes the State Teachers' Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers' Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. This bill, on and after January 1, 2027, would require a retirement system subject to PEPRA to adjust pensionable compensation limits to be consistent with specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits. The bill would require a new member of STRS to be subject to specified limits of the Teachers' Retirement Law. (Based on 01/22/2026 text)

Location: 01/29/2026 - Senate Rules

Current Text: 01/22/2026 - Amended

Last Amend: 01/22/2026

[AB 1421](#)

[Wilson, D](#)

[HTML](#)

[PDF](#)

Vehicles: Road Usage Charge Technical Advisory Committee.

Tracking form

Position

Position

Watch

Bill information

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 21.) In Senate. Read first time. To Com. on RLS. for assignment.

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 require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described

above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. (Based on 01/05/2026 text)

Location: 01/29/2026 - Senate Rules

Current Text: 01/05/2026 - Amended

Last Amend: 01/05/2026

[AB 1557](#)

[Papan, D](#)

[HTML](#)

[PDF](#)

Vehicles: electric bicycles.

Tracking form

Position

Watch

Bill information

Status: 02/02/2026 - Referred to Com. on TRANS.

Summary: Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor that is not capable of exceeding 750 watts of peak power. (Based on 01/08/2026 text)

Location: 02/02/2026 - Assembly Transportation

Current Text: 01/08/2026 - Introduced

[AB 1569](#)

[Davies, R](#)

[HTML](#)

[PDF](#)

Pupil safety: electric bicycle parking: safety program.

Tracking form

Position

Watch

Bill information

Status: 02/09/2026 - Referred to Coms. on ED. and TRANS.

Summary: Current law prohibits a person from driving or parking a vehicle or animal upon the driveways, paths, parking facilities, or grounds of specific public entities, including a public school or an educational institution exempted, in whole or in part, from taxation, except with the permission of, and subject to any condition or regulation that may be imposed by, the governing body of the specified public entity. Current law authorizes a public agency to adopt rules or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, electric bicycles, skateboards, electrically motorized boards, and roller

skates on public property under the jurisdiction of that agency. This bill would require each school that allows pupils in kindergarten or any of grades 1 to 12, inclusive, to park a class 1, 2, or 3 electric bicycle, as defined, on campus during regular school hours to require pupils to complete the electric bicycle safety and training program developed by the Department of the California Highway Patrol, as provided, or a related safety course, as specified, as a condition for parking on campus. The bill would also require a pupil to submit proof of completion of the above-described course to their school before parking their class 1, 2, or 3 electric bicycle on the school campus during school hours. The bill would exempt schools that adopted a policy related to electric bicycle safety, on or before January 1, 2027, from the above-described requirements. (Based on 01/12/2026 text)

Location: 02/09/2026 - Assembly Education

Current Text: 01/12/2026 - Introduced

AB 1578

Jackson, D

HTML

PDF

State and local officials: antihate speech training.

Tracking form

Position

Position

Watch

Bill information

Status: 01/13/2026 - From printer. May be heard in committee February 12.

Summary: Current law requires each state agency to offer at least semiannually, and certain state officials to attend once every 2 years, an orientation course on the relevant ethics statutes and regulations that govern the official conduct of state officials. Current law requires each state agency to maintain records indicating the specific attendees, each attendee's job title, and dates of their attendance for each orientation course offered for a period of not less than 5 years after each course is given. This bill would require, beginning on January 1, 2028, a state official to complete at least one hour of antihate speech training and education within 6 months of taking office and subsequently every 4 years thereafter. (Based on 01/12/2026 text)

Location: 01/12/2026 - Assembly PRINT

Current Text: 01/12/2026 - Introduced

AB 1599

Ahrens, D

HTML

PDF

Public transit: California Transit Stop Registry: transit datasets.

Tracking form

Position

Position

Watch

Bill information

Status: 02/02/2026 - Referred to Com. on TRANS.

Summary: Would require the Department of Transportation to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified. (Based on 01/16/2026 text)

Location: 02/02/2026 - Assembly Transportation

Current Text: 01/16/2026 - Introduced

[AB 1614](#)

[Dixon, R](#)

[HTML](#)

[PDF](#)

Vehicles: bicycles.

Tracking form

Position

Watch

Bill information

Status: 02/02/2026 - Referred to Com. on TRANS.

Summary: The California Bicycle Transportation Act establishes 4 classifications of facilities, referred to as bikeways, that provide primarily for, and promote, bicycle travel. Current law requires a person operating a bicycle, which includes an electric bicycle, upon a highway to ride the bicycle upon or astride a permanent and regular seat unless the bicycle was designed by the manufacturer to be ridden without a seat. Current law requires a person riding as a passenger on a bicycle upon a highway to be upon or astride a seat attached to the bicycle, as specified. This bill would make those provisions applicable to the operation of a bicycle upon a Class I bikeway. (Based on 01/21/2026 text)

Location: 02/02/2026 - Assembly Transportation

Current Text: 01/21/2026 - Introduced

[AB 1621](#)

[Wilson, D](#)

[HTML](#)

[PDF](#)

Planning and Zoning Law: postentitlement phase permits: Housing Accountability Act.

Tracking form

Position

Watch

Bill information

Status: 02/02/2026 - Referred to Coms. on L. GOV. and H. & C.D.

Summary: The Planning and Zoning Law requires a local agency or state agency to compile one or more lists that specify in detail the information required from any applicant for a postentitlement phase permit, as defined. Current law also establishes time limits for completing reviews regarding whether an application for a postentitlement phase permit is complete and compliant, and whether to approve or deny an application. Current law requires the time limits to be tolled, if the local agency or state agency requires review of the application by an outside entity, until the outside entity completes the review and returns the application, as specified. This bill would prohibit a local agency or state agency from requiring or requesting more than 2 plan check and specification reviews in connection with an application for a building permit, as part of its review, except as specified. The bill would authorize a local agency or state agency to deny an application that is not compliant with the permit standards following 2 plan check and specification reviews. The bill would also authorize an applicant to request additional submittals of applications that are not compliant with the permit standards. The bill, if a local agency or state agency finds that a complete application is noncompliant, would prohibit a local agency or state agency from requesting or requiring any action or inaction as a result of a building inspection undertaken to assess compliance with the applicable building permit standards that would represent a deviation from a previously approved building plan or similar approval for the building permit, except as specified. (Based on 01/22/2026 text)

Location: 02/02/2026 - Assembly Local Government

Current Text: 01/22/2026 - Introduced

[AB 1624](#)

[Zbur, D](#)

[HTML](#)

[PDF](#)

Public Lands Protection Act.

Tracking form

Position

Position

Watch

Bill information

Status: 01/23/2026 - From printer. May be heard in committee February 22.

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 any land outside its boundaries that bears relation to its planning. Current law

authorizes the legislative body of a county or city to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes, as provided. For these purposes, current law authorizes the legislative body to divide a county or city into zones, but requires that regulations adopted be uniform for each class or kind of building or use of land throughout each zone. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare 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. This bill, the Public Lands Protection Act, would, upon transfer to any private or nonfederal entity of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has been designated in an adopted general plan or zoning ordinance as open space, public land, resource conservation, or an equivalent conservation-oriented designation, immediately subject that parcel to the zoning designation and associated state and local restrictions. The bill would also, upon transfer of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has not been designated in an adopted general plan or zoning ordinance at the time of transfer to any private or nonfederal entity, automatically subject that parcel to the most restrictive conservation-oriented zoning designation currently applied in the jurisdiction, by operation of law. (Based on 01/22/2026 text)

Location: 01/22/2026 - Assembly PRINT

Current Text: 01/22/2026 - Introduced

[AB 1630](#)

[Caloza, D](#)

[HTML](#)

[PDF](#)

Meet and confer: observation.

Tracking form

Position

Position

Watch

Bill information

Status: 02/17/2026 - Referred to Com. on P. E. & R.

Summary: Current law provides for negotiations concerning wages, hours, and other terms and conditions of employment between a higher education employer and an exclusive representative of a recognized or certified employee organization, as these terms are defined. Current law requires higher education employers, or such representatives as they may designate, to engage in meeting and conferring with the employee organization selected as exclusive representative of an appropriate unit on all matters within the scope of representation. Current law requires a reasonable number of representatives of an exclusive representative to have the right to receive reasonable periods of released or reassigned time without loss of compensation when engaged in meeting and conferring and for the processing of grievances prior to the adoption of the initial memorandum of understanding. This bill would authorize an exclusive representative, in their discretion, to invite one or more members of a bargaining unit to remotely

and passively observe a session held for the purpose of a meet and confer on a memorandum of understanding. (Based on 01/26/2026 text)

Location: 02/17/2026 - Assembly Public Employment and Retirement

Current Text: 01/26/2026 - Introduced

[AB 1654](#)

[DeMaio, R](#)

[HTML](#)

[PDF](#)

Vehicles: commercial driver's licenses.

Tracking form

Position

Position

Watch

Bill information

Status: 01/30/2026 - From printer. May be heard in committee March 1.

Summary: Would require the Department of Motor Vehicles, before issuing or renewing a commercial driver's license, to verify the applicant's lawful presence in the United States, as specified. The bill would require the department to revoke any commercial driver's license issued to a person subsequently determined to be unlawfully present in the United States, as specified. (Based on 01/29/2026 text)

Location: 01/29/2026 - Assembly PRINT

Current Text: 01/29/2026 - Introduced

[AB 1745](#)

[Gonzalez, Jeff, R](#)

[HTML](#)

[PDF](#)

Motor Vehicle Fuel Tax Law: suspension of tax.

Tracking form

Position

Watch

Bill information

Status: 02/23/2026 - Referred to Com. on TRANS.

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 02/09/2026 text)

Location: 02/23/2026 - Assembly Transportation

Current Text: 02/09/2026 - Introduced

[AB 1783](#)

[DeMaio, R](#)

[HTML](#)

[PDF](#)

Additional local taxes: vehicle miles traveled tax.

Tracking form

Position

Watch

Bill information

Status: 02/10/2026 - From printer. May be heard in committee March 12.

Summary: Current law authorizes the legislative body of a city or county to impose various taxes, including occupancy taxes and sales and use taxes. Existing law also prohibits a city and county from imposing certain taxes, such as a tax upon income. This bill would prohibit a city, county, or any political subdivision thereof from imposing a tax, fee, assessment, or charge, that is calculated, in whole or in part, based on the number of miles traveled by a motor vehicle. The bill would not prohibit the collection of tolls for the use of specific facilities, as provided. The bill would provide that any existing program, pilot program, regulation, or administrative action inconsistent with this prohibition is void and unenforceable. (Based on 02/09/2026 text)

Location: 02/09/2026 - Assembly PRINT

Current Text: 02/09/2026 - Introduced

[AB 1837](#)

[González, Mark, D](#)

[HTML](#)

[PDF](#)

Video imaging of parking violations.

Tracking form

Position

Position

Watch

Bill information

Status: 02/12/2026 - From printer. May be heard in committee March 14.

Summary: Current law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Current law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Current law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Current law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Current law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations indefinitely and would expand the types of violations to include stopping or parking on the roadway side of a vehicle stopped, parked, or standing, as specified, or unlawfully stopping or parking in a bikeway. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. (Based on 02/11/2026 text)

Location: 02/11/2026 - Assembly PRINT

Current Text: 02/11/2026 - Introduced

[AB 1838](#)

[Berman, D](#)

[HTML](#)

[PDF](#)

Public contracts: local agencies: responsive bidders.

Tracking form

Position

Position

Watch

Bill information

Status: 02/23/2026 - Referred to Com. on L. & E.

Summary: Current law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency, as specified, to fully disclose any history of wage-and-hour violations and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid. (Based on 02/11/2026 text)

Location: 02/23/2026 - Assembly Labor and Employment

Current Text: 02/11/2026 - Introduced

[AB 1859](#)

[Ortega, D](#)

[HTML](#)

[PDF](#)

Public works.

Tracking form

Position

Position

Watch

Bill information

Status: 02/23/2026 - Referred to Coms. on L. & E. and JUD.

Summary: Current law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works. Current law defines “public works,” for the purposes of regulating public works contracts as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Current law makes any officer, agent, or representative of the state or of any political subdivision who willfully violates specified provisions, including providing notice of certain public works projects, as specified, to the Department of Industrial Relations, guilty of a misdemeanor. Current law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Current law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. This bill would require an awarding body or owner to give reasonable access, as defined, to representatives of a joint-labor management committee in order to monitor compliance with the prevailing wage and apprenticeship requirements. The bill would authorize the committee to bring an action against an awarding body, contractor, or subcontractor that willfully denies the committee’s representative reasonable access. (Based on 02/11/2026 text)

Location: 02/23/2026 - Assembly Labor and Employment

Current Text: 02/11/2026 - Introduced

[AB 1941](#)

[González, Mark, D](#)

[HTML](#)

[PDF](#)

Organized metal theft.

Tracking form

Position

Position

Watch

Bill information

Status: 02/14/2026 - From printer. May be heard in committee March 16.

Summary: Current law makes a person who is a dealer in or collector of junk, metals, or secondhand materials, or their agent, employee, or representative, who buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that the person knows or reasonably should know is used by or belongs to specified entities, including a railroad, certain utility companies, or a public entity engaged in furnishing public utility service, without using due diligence to ascertain that the person selling or delivering that material has a legal right to do so, guilty of criminally receiving that property and, in addition to imprisonment, makes that act punishable by a fine of not more than \$5,000. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. (Based on 02/13/2026 text)

Location: 02/13/2026 - Assembly PRINT

Current Text: 02/13/2026 - Introduced

[AB 1944](#)

[Lee, D](#)

[HTML](#)

[PDF](#)

Zero-emission transit buses: axle weight.

Tracking form

Position

Position

Watch

Bill information

Status: 02/14/2026 - From printer. May be heard in committee March 16.

Summary: Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive. (Based on 02/13/2026 text)

Location: 02/13/2026 - Assembly PRINT

Current Text: 02/13/2026 - Introduced

[AB 1967](#)

[Zbur, D](#)

[HTML](#)

[PDF](#)

Juveniles.

Tracking form

Position

Position

Watch

Bill information

Status: 02/14/2026 - From printer. May be heard in committee March 16.

Summary: Current law establishes the jurisdiction of the juvenile court, which may adjudge a child to be a dependent of the court under certain circumstances. Current law establishes the grounds for removal of a dependent child from the custody of the child's parents or guardian. Under current law, a proceeding in the juvenile court to declare a child to be a dependent child of the court is commenced by a social worker who files a petition with the court. Current law requires a social worker to investigate whether a petition should be filed with the court whenever any person applies to the social worker to commence proceedings in the juvenile court by affidavit. This bill would require, if an application to commence proceedings is submitted by a minor on their own behalf, and the minor is currently residing at a residential facility for children and youth, the social worker, when conducting

a safety assessment or substitute care provider safety assessment, to also assess the safety of the home of those who hold custodial rights of the minor. (Based on 02/13/2026 text)

Location: 02/13/2026 - Assembly PRINT

Current Text: 02/13/2026 - Introduced

[AB 1968](#)

[Gallagher, R](#)

[HTML](#)

[PDF](#)

Juveniles: transfer to court of criminal jurisdiction: offense.

Tracking form

Position

Position

Watch

Bill information

Status: 02/14/2026 - From printer. May be heard in committee March 16.

Summary: Current law, as amended by the Public Safety and Rehabilitation Act of 2016, enacted by Proposition 57 at the November 8, 2016, statewide general election, authorizes the district attorney or other prosecuting officer to make a motion to transfer a minor from juvenile court to a court of criminal jurisdiction in a case in which a minor is alleged to have committed a felony when the minor was 16 years of age or older, or in a case in which a specified serious offense is alleged to have been committed by a minor when the minor was 14 or 15 years of age, but the minor was not apprehended prior to the end of juvenile court jurisdiction. This bill would add the crime of conspiracy to commit murder to the list of offenses for which a juvenile may be transferred to a court of criminal jurisdiction pursuant to the above-described provisions. (Based on 02/13/2026 text)

Location: 02/13/2026 - Assembly PRINT

Current Text: 02/13/2026 - Introduced

[AB 2190](#)

[Wallis, R](#)

[HTML](#)

[PDF](#)

Internet website accessibility.

Tracking form

Position

Position

Watch

Bill information

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Summary: The Unruh Civil Rights Act requires persons within the jurisdiction of the state to be free and equal and, regardless of the person’s sex, race, color, religion, ancestry, national origin, disability, medical condition, genetic information, marital status, sexual orientation, citizenship, primary language, or immigration status to be entitled to the full and equal accommodations, advantages, facilities, privileges, or services in all business establishments, as prescribed, and makes a violation of the federal Americans with Disabilities Act of 1990 (ADA) a violation of the act. Current law imposes liability upon a person who denies, aids, or incites a denial of, or makes any discrimination or distinction contrary to, rights afforded by law for actual damages suffered, exemplary damages, a civil penalty, and attorney’s fees, as specified, to any person who was denied the specified rights. Current law also imposes liability upon a person, firm, or corporation that denies or interferes with admittance to, or enjoyment of, public facilities or otherwise interferes with the rights of an individual with a disability, as specified, for damages and attorney’s fees to a person who was denied those rights. This bill would grant to an entity an affirmative defense to a claim seeking statutory damages under the provisions described above on the basis of a specific accessibility barrier on the entity’s internet website, as defined, if the entity provided evidence to the plaintiff demonstrating within an unspecified number of days of receiving a written pre-lawsuit demand from the plaintiff that either (1) the entity published a digital accessibility report on the accessibility page of its internet website disclosing the specific access barrier and updated that report to reflect remediation of the access barrier or (2) that various things were true regarding the entity’s efforts to identify and remediate access barriers on its internet website, including the entity had a reasonable and good faith basis to believe that the internet website was accessible and conformed with the internet website accessibility standard, as specified. (Based on 02/19/2026 text)

Location: 02/19/2026 - Assembly PRINT

Current Text: 02/19/2026 - Introduced

[AB 2239](#)

[Carrillo, D](#)

[HTML](#)

[PDF](#)

Infrastructure-constrained energization areas: energization timelines: environmental review.

Tracking form

Position

Position

Watch

Bill information

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Summary: Current law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Existing law requires the PUC to establish reasonable average and maximum target energization time periods, as defined, and a procedure for customers to report energization delays to the PUC, as provided. Current law requires the PUC to require an electrical corporation to take remedial actions necessary to achieve the PUC's targets. This bill would require the PUC to require each electrical corporation to meet energization timelines or targets established pursuant to the above-described provisions or by PUC order. The bill would require the PUC to impose a penalty if an electrical corporation fails to meet an energization timeline or target approved or required by the PUC, as provided. This bill would require the PUC to designate an infrastructure-constrained energization area based on objective criteria, including limited distribution or transmission infrastructure relative to available electrical capacity or projected load growth, inland or desert geography, and extended energization timelines. The bill would require the PUC to adopt rules authorizing over-the-fence transactions within infrastructure-constrained energization areas when an electrical corporation cannot reasonably meet energization targets and other specific conditions are met, as specified. The bill would require the PUC, in coordination with the State Energy Resources Conservation and Development Commission (Energy Commission) and local jurisdictions, to establish procedures to facilitate expedited development of electrical generation and energy storage facilities in infrastructure-constrained energization areas, as specified. (Based on 02/19/2026 text)

Location: 02/19/2026 - Assembly PRINT

Current Text: 02/19/2026 - Introduced

AB 2341

Fong, D

HTML

PDF

Surplus land: transit stops.

Tracking form

Position

Position

Watch

Bill information

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency. Current law reaffirms the Legislature's declaration that surplus land, prior to disposition, should be made available for housing for persons and families of low and moderate income, and reaffirms the Legislature's declaration of the importance of appropriate planning and development near transit stations to encourage the clustering of housing and commercial development around those stations. This bill would revise those declarations related to transit stations to, instead, reaffirm the Legislature's declaration of the importance of appropriate planning and development near transit stops to encourage the clustering of housing and commercial development around those stops. (Based on 02/19/2026 text)

Location: 02/19/2026 - Assembly PRINT

Current Text: 02/19/2026 - Introduced

[AB 2346](#)

[Wilson, D](#)

[HTML](#)

[PDF](#)

Vehicles: electric bicycles and speed limits.

Tracking form

Position

Watch

Bill information

Status: 02/20/2026 - From printer. May be heard in committee March 22.

Summary: Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. (Based on 02/19/2026 text)

Location: 02/19/2026 - Assembly PRINT

Current Text: 02/19/2026 - Introduced

[AB 2413](#)

[Ransom, D](#)

[HTML](#)

[PDF](#)

Large-format public advertisements: public expense.

Tracking form

Position

Position

Watch

Bill information

Status: 02/21/2026 - From printer. May be heard in committee March 23.

Summary: The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines "mass mailing" to mean over 200 substantially similar pieces of mail, and defines "mass electronic mailing" to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that

produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define “large-format public advertisement” as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are larger than those designed to be individually distributed. (Based on 02/20/2026 text)

Location: 02/20/2026 - Assembly PRINT

Current Text: 02/20/2026 - Introduced

[AB 2529](#)

[Johnson, R](#)

[HTML](#)

[PDF](#)

Civil claims: public employees: perjury.

Tracking form

Position

Position

Watch

Bill information

Status: 02/21/2026 - From printer. May be heard in committee March 23.

Summary: The Government Claims Act governs the tort liability and immunity of, and claims and actions against, public entities, officers, and employees. Current law defines the pleadings in a civil action as the formal allegations by the parties of their respective claims and defenses for the judgment of the court. Current law requires the verification of certain civil claims and requires the verification of answers to certain verified complaints. Current law provides that a person verifying a pleading need not swear to the truth or their belief in the truth of the matters stated therein but may, instead, assert the truth or their belief in the truth of those matters under penalty of perjury. This bill would require a civil complaint or cross-complaint filed by an employee or former employee of a public agency seeking monetary damages against the public agency for acts or omissions arising out of or relating to the employment relationship to be verified under penalty of perjury. The bill would require a court to grant a motion to strike the complaint or cross-complaint if the complaint or cross-complaint is not verified by the plaintiff or cross-complainant, as provided. (Based on 02/20/2026 text)

Location: 02/20/2026 - Assembly PRINT

Current Text: 02/20/2026 - Introduced

[AB 2557](#)

[Bauer-Kahan, D](#)

[HTML](#)

[PDF](#)

Legislative information system: bill position letters.

Tracking form

Position

Position

Watch

Bill information

Status: 02/21/2026 - From printer. May be heard in committee March 23.

Summary: Current law requires the Legislative Counsel, with the advice of the Assembly Committee on Rules and the Senate Committee on Rules, to make certain legislative information available to the public in electronic form, including the text, bill history, and bill status of each bill introduced and amended in each current legislative session and all bill analyses prepared by legislative committees in connection with each bill in each current legislative session. This bill would add all position letters submitted through the Legislature's internet portal in connection with each bill in each current legislative session to the information the Legislative Counsel is required to make publicly available in electronic form. (Based on 02/20/2026 text)

Location: 02/20/2026 - Assembly PRINT

Current Text: 02/20/2026 - Introduced

[AB 2560](#)

[Schultz, D](#)

[HTML](#)

[PDF](#)

Climate Action Plan for Transportation Infrastructure: goals.

Tracking form

Position

Position

Watch

Bill information

Status: 02/21/2026 - From printer. May be heard in committee March 23.

Summary: Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the Transit and Intercity Rail Capital Program, a program within the Road Maintenance and Rehabilitation Program, commonly known as the Local Partnership Program, the Trade Corridor Enhancement Program, the Active Transportation Program, and the Solutions for Congested Corridors Program. This bill would establish the Climate Action Plan for Transportation Infrastructure (CAPTI) goals, and would authorize the Transportation Agency to update those CAPTI goals, as specified. The bill would require a project under the above-described programs to

apply, where feasible, within the fix-it-first approach, the CAPTI goals as established or updated by the agency, as specified. (Based on 02/20/2026 text)

Location: 02/20/2026 - Assembly PRINT

Current Text: 02/20/2026 - Introduced

AB 2659

Bains, D

HTML

PDF

Vehicles: commercial driver's license.

Tracking form

Position

Position

Watch

Bill information

Status: 02/21/2026 - From printer. May be heard in committee March 23.

Summary: Existing law declares the intent of the Legislature to adopt those standards required of drivers by the Federal Highway Administration of the U.S. Department of Transportation, as set forth in the Commercial Motor Vehicle Safety Act of 1986, and to reduce or prevent commercial motor vehicle accidents, fatalities, and injuries by permitting drivers to hold only one license, disqualifying drivers for certain criminal offenses and serious traffic violations, and strengthening licensing and testing standards. This bill would prohibit the Department of Motor Vehicles from revoking, suspending, cancelling, or downgrading a commercial driver's license based solely on administrative deficiencies or clerical errors created or made by the department, or due to changes in the department's interpretation of domicile or residency requirements, unless the department provides the licensee with a written notice of intent to revoke, suspend, cancel, or downgrade their license at least 180 days prior to the effective date of the action. The bill would require the department to issue a specified notice to the licensee and to prioritize assisting the licensee in resolving the administrative error or deficiency within the 180 day notice period. The bill would require the department to establish a dedicated process to review documents submitted by the affected licensees to expedite compliance. The bill would authorize the department to grant a one-time extension of up to 90 days and require the extension to be granted if the licensee has taken steps to resolve the deficiency but is unable to complete the process within the 180 day period due to processing delays by the department or a federal agency. The bill would require the extension to be granted if the department determines that the licensee is making a good faith effort to comply, and that the issue is likely to be fully resolved within the extension period. The bill would provide that these provisions are to be implemented only to the extent authorized by federal law. (Based on 02/20/2026 text)

Location: 02/20/2026 - Assembly PRINT

Current Text: 02/20/2026 - Introduced

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

Open meetings: teleconferencing: subsidiary body.

Tracking form

Position

Watch

Bill information

Status: 01/27/2026 - Read third time. Passed. (Ayes 29. Noes 11.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. (Based on 04/07/2025 text)

Location: 01/27/2026 - Assembly DESK

Current Text: 04/07/2025 - Amended

Last Amend: 04/07/2025

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

The Affordable Housing Bond Act of 2026.

Tracking form

Position

Watch

Bill information

Status: 01/27/2026 - Read third time. Urgency clause adopted. Passed. (Ayes 30. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Summary: Under current law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, 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 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 01/22/2026 text)

Location: 01/27/2026 - Assembly DESK

Current Text: 01/22/2026 - Amended

Last Amend: 01/22/2026

SB 445

Wiener, D

HTML

PDF

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

Tracking form

Position

Watch

Bill information

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

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)

Location: 08/28/2025 - Assembly 2 YEAR

Current Text: 07/17/2025 - Amended

SB 555

Caballero, D

[HTML](#)

[PDF](#)

Workers' compensation: average annual earnings.

Tracking form

Position

Position

Watch

Bill information

Status: 01/27/2026 - Read third time. Passed. (Ayes 30. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Summary: Current law, under the workers' compensation system, provides for temporary disability, permanent total disability, or permanent partial disability benefits, among other benefits, for an injured employee and requires the computation of an injured employee's average annual earnings and average weekly earnings for purposes of determining those disability benefits. Current law requires, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at various amounts, including between \$240 and \$435 for injuries occurring on or after January 1, 2014, except as specified. This bill would require, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at between \$____ and \$____ for injuries occurring on or after January 1, 2027. (Based on 01/22/2026 text)

Location: 01/27/2026 - Assembly DESK

Current Text: 01/22/2026 - Amended

Last Amend: 01/22/2026

SB 569

Blakespear, D

[HTML](#)

[PDF](#)

Department of Transportation: homeless encampments.

Tracking form

Position

Watch

Bill information

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/16/2025)(May be acted upon Jan 2026)

Summary: Current law authorizes the Department of Transportation to establish maintenance programs related to highway cleanup, as specified. This bill would require the department to establish a dedicated liaison to, among other things, facilitate communication with local governments and relevant state agencies with regard to addressing homeless encampments within the state highway system and to oversee the development and implementation of delegated maintenance agreements between local agencies and the department in which both work together to reduce and remove homeless encampments within the department's jurisdiction. The bill would authorize the department to grant a single general entry permit for the duration of a delegated maintenance agreement to conduct activities authorized by the bill. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments. (Based on 04/21/2025 text)

Location: 07/17/2025 - Assembly 2 YEAR

Current Text: 04/21/2025 - Amended

Last Amend: 04/21/2025

SB 908

Wiener, D

HTML

PDF

Housing development: transit-oriented development.

Tracking form

Position

Bill information

Status: 02/11/2026 - Referred to Com. on RLS.

Summary: Current law generally regulates the development of transit-oriented housing developments near transit-oriented development stops. Current law defines various terms for these purposes. Current law requires the Department of Housing and Community Development to oversee compliance with those provisions, authorizes a local government to enact an ordinance to make its zoning code consistent with those provisions, as specified, and requires each metropolitan planning organization to create a map of transit-oriented development stops and zones within its region by tier, as specified. This bill would state the intent of the Legislature to enact subsequent legislation that would make technical and clarifying changes to those laws governing transit-oriented development, and to add a select set of San Francisco Bay area ferry terminals to the scope of those provisions. (Based on 01/22/2026 text)

Location: 01/22/2026 - Senate Rules

Current Text: 01/22/2026 - Introduced

SB 929

Jones, R

HTML

PDF

State Energy Resources Conservation and Development Commission: chair: report to the Legislature.

Tracking form

Position

Position

Watch

Bill information

Status: 02/11/2026 - Referred to Com. on E., U & C.

Summary: Current law requires the Governor to designate a chair of the State Energy Resources Conservation and Development Commission and requires the chair to direct the public advisor, the executive director, and other staff of the commission in the performance of their duties in conformance with the policies and guidelines established by the commission. This bill would require the chair of the commission to appear annually before the appropriate policy committees of the Legislature to report on activities of the commission, as specified. (Based on 01/29/2026 text)

Location: 02/11/2026 - Senate Energy, Utilities and Communications

Current Text: 01/29/2026 - Introduced

[SB 935](#)

[Choi, R](#)

[HTML](#)

[PDF](#)

Local agency design-build projects: authorization.

Tracking form

Position

Position

Watch

Bill information

Status: 02/11/2026 - Referred to Com. on L. GOV.

Summary: Current law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. Current law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement

process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely. (Based on 01/29/2026 text)

Location: 02/11/2026 - Senate Local Government

Current Text: 01/29/2026 - Introduced

[SB 939](#)

[Laird, D](#)

[HTML](#)

[PDF](#)

Public employees' retirement: death benefits.

Tracking form

Position

Position

Watch

Bill information

Status: 02/11/2026 - Referred to Com. on L., P.E. & R.

Summary: The Public Employees' Retirement Law (PERL) vests management and control of the Public Employees' Retirement System (PERS) in the Board of Administration. Under that law, members may make certain elections, including elections to purchase service credit for various types of public service, upon payment of additional contributions. Current law establishes procedures governing the treatment of unpaid balances under an election when a basic death benefit becomes payable before a member has completed making the total payment. Current law establishes other procedures governing unpaid balances when a special death benefit is payable or a member retires for industrial disability. Current law provides that any unpaid balance at a member's retirement for service or ordinary disability or at death, with respect to certain preretirement death benefits, may be subject to specified provisions governing service credit, when payment of the balance would not increase the allowance payable. This bill would specify that the above-described provision does not apply to industrial disability payments. (Based on 01/29/2026 text)

Location: 02/11/2026 - Senate L., P.E. & R.

Current Text: 01/29/2026 - Introduced

[SB 994](#)

[Cabaldon, D](#)

[HTML](#)

[PDF](#)

Local government: nondisclosure agreements.

Tracking form

Position

Position

Watch

Bill information

Status: 02/18/2026 - Referred to Coms. on JUD. and L. GOV.

Summary: The legislative code of ethics prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Current law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Current law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local government official acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local government officials serving on the same council, board, commission, district, or agency. The bill would require a local government official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local government official also apply to a local government official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. By imposing additional duties on local government officials, the bill would impose a state-mandated local program. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of a local government official to share information with fellow local government officials serving on the same council, board, commission, district, or agency and that is entered into after January 1, 2027, void and unenforceable. (Based on 02/05/2026 text)

Location: 02/18/2026 - Senate Judiciary

Current Text: 02/05/2026 - Introduced

[SB 1087](#)

[Cabaldon, D](#)

[HTML](#)

[PDF](#)

Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.

Tracking form

Position

Position

Watch

Bill information

Status: 02/17/2026 - From printer. May be acted upon on or after March 16.

Summary: Current law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. This bill would instead require, on and after January 1, 2027, every 2nd regional transportation plan prepared and adopted by those transportation planning agencies to include a sustainable communities strategy prepared by a metropolitan planning organization. (Based on 02/13/2026 text)

Location: 02/13/2026 - Senate Rules

Current Text: 02/13/2026 - Introduced

[SB 1187](#)

[Durazo, D](#)

[HTML](#)

[PDF](#)

Open meetings: majority.

Tracking form

Position

Position

Watch

Bill information

Status: 02/20/2026 - From printer. May be acted upon on or after March 22.

Summary: 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. Existing law defines “meetings” for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define “majority” for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws. (Based on 02/19/2026 text)

Location: 02/19/2026 - Senate Rules

Current Text: 02/19/2026 - Introduced

[SB 1241](#)

[Smallwood-Cuevas, D](#)

[HTML](#)

[PDF](#)

Skilled and trained workforce requirements.

Tracking form

Position

Position

Watch

Bill information

Status: 02/20/2026 - From printer. May be acted upon on or after March 22.

Summary: Existing law establishes requirements with respect to public contracts that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project, as specified. Existing law requires a public entity subject to skilled and trained workforce requirements to include a specified notice in all bid documents. Existing law specifies that a failure of a public entity to include the required notice that a project is subject to the skilled and trained workforce requirement does not excuse a public entity from those requirements. This bill would expand the circumstances under which those requirements apply to specified instruments and laws, including development agreements and resolutions, as provided. The bill would make various technical and conforming changes. This bill contains other related provisions and other existing laws. (Based on 02/19/2026 text)

Location: 02/19/2026 - Senate Rules

Current Text: 02/19/2026 - Introduced

[SB 1275](#)

[McNerney, D](#)

[HTML](#)

[PDF](#)

Sales and use tax exemption: vehicle license fee imposition: motor vehicles.

Tracking form

Position

Position

Watch

Bill information

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Summary: (1)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. This bill would, on and after January 1, 2027, and before January 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a new motor vehicle. (Based on 02/20/2026 text)

SB 1292

Richardson, D

HTML

PDF

Enhanced curb management system.

Tracking form

Position

Position

Watch

Bill information

Status: 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.

Summary: Current law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2028. This bill would authorize a local agency, as defined, to establish an enhanced curb management system (system) that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the local agency to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and commercial loading zones. The bill would require a local agency that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. This bill contains other related provisions and other existing laws. (Based on 02/20/2026 text)

Total Measures: 56

Total Tracking Forms: 89