

[AB 23](#) [DeMaio, R](#) [HTML](#) [PDF](#)

The Cost of Living Reduction Act of 2025.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 02/02/2026 - From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.

Summary: Current law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the Public Utilities Commission to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months. (Based on 03/25/2025 text)

Location: 01/31/2026 - Assembly DEAD

Last Amend: 03/25/2025

Introduced: 12/02/2024 (Spot bill)

[AB 33](#) [Aguiar-Curry, D](#) [HTML](#) [PDF](#)

Autonomous vehicles.

Tracking form

Organization	Position
STA	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

Last Amend: 06/30/2025

Introduced: 12/02/2024

[AB 61](#)
[Pacheco, D](#)
[HTML](#)
[PDF](#)

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

Tracking form

Organization	Position
STA	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

Last Amend: 07/10/2025

Introduced: 12/02/2024

[AB 99](#)
[Ta, R](#)
[HTML](#)
[PDF](#)

Electrical corporations: rates.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 02/02/2026 - From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.

Summary: Current law authorizes the Public Utilities Commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would prohibit an electrical corporation from proposing a rate increase above the rate of inflation, as defined, as a systemwide average for any general rate case cycle, except the bill would expressly authorize the commission to approve a rate increase above the rate of inflation if 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 03/28/2025 text)

Location: 01/23/2026 - Assembly DEAD

Last Amend: 03/28/2025

Introduced: 01/08/2025

[AB 105](#)

[Gabriel, D](#)

[HTML](#)

[PDF](#)

Budget Acts of 2021, 2023, 2024, and 2025.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 09/13/2025 - Ordered to inactive file at the request of Senator Grayson.

Summary: The Budget Acts of 2021, 2023, 2024, and 2025 made appropriations for the support of state government for the 2021–22, 2023–24, 2024–25, and 2025–26 fiscal years, respectively. This bill would amend those budget acts by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill. (Based on 09/08/2025 text)

Location: 09/13/2025 - Senate INACTIVE FILE

Last Amend: 09/08/2025

Introduced: 01/08/2025 (Spot bill)

Transportation budget trailer bill.

Tracking form

Organization	Position
STA	Watch

Bill information**Status:** 09/13/2025 - Ordered to inactive file at the request of Senator Grayson.

Summary: Current law requires the State Air Resources Board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Pursuant to its authority, the state board has adopted the Transport Refrigeration Unit Regulation to reduce emissions of toxic air contaminants and other pollutants from diesel-fueled transport refrigeration units used to power electrically driven refrigerated shipping containers and trailers that are operated in California. Current law authorizes the state board under certain circumstances to impose a fee to cover the cost of its regulation of specified activities. This bill would authorize the state board to impose a fee on any entity regulated by the state board under the Transport Refrigeration Unit Regulation for the state board's reasonable regulatory costs associated with the implementation, administration, and enforcement of that regulation, as specified. The bill would require the revenues collected from the fee to be deposited into the Certification and Compliance Fund and to be expended, upon appropriation by the Legislature, for those costs. (Based on 09/08/2025 text)

Location: 09/13/2025 - Senate INACTIVE FILE**Last Amend:** 09/08/2025**Introduced:** 01/08/2025 (Spot bill)**California Residential Private Permitting Review Act: residential building permits.**

Tracking form

Organization	Position
STA	Watch

Bill information**Status:** 10/10/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 487, Statutes of 2025.

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 or city 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 10/10/2025 text)

Location: 10/10/2025 - Assembly CHAPTERED
Introduced: 01/15/2025

Last Amend: 09/04/2025

[AB 259](#)

[Rubio, Blanca, D](#)

[HTML](#)

[PDF](#)

Open meetings: local agencies: teleconferences.

Tracking form

Organization	Position
STA	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
Introduced: 01/16/2025

Last Amend: 04/21/2025

[AB 289](#)

[Haney, D](#)

[HTML](#)

[PDF](#)

State highway work zone speed safety program.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 684, Statutes of 2025.

Summary: Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Current law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 35 speed safety systems on state highway construction or maintenance areas, as specified. (Based on 10/13/2025 text)

Location: 10/13/2025 - Assembly CHAPTERED
Introduced: 01/22/2025
Last Amend: 09/04/2025

[AB 300](#)
[Lackey, R](#)
[HTML](#)
[PDF](#)

Fire hazard severity zones: State Fire Marshal.

Tracking form

Organization	Position
STA	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
Last Amend: 05/05/2025

Introduced: 01/23/2025

AB 334

Petrie-Norris, D

HTML

PDF

Operators of toll facilities: interoperability programs: vehicle information.

Tracking form

Organization	Position
STA	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

Last Amend: 07/17/2025

Introduced: 01/28/2025

AB 339

Ortega, D

HTML

PDF

Local public employee organizations: notice requirements.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 687, Statutes of 2025.

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 45 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization, subject to certain exceptions. The bill would require the notice to include specified information, including the anticipated duration of the contract. (Based on 10/13/2025 text)

Location:	10/13/2025 - Assembly CHAPTERED	Last Amend:	08/29/2025
Introduced:	01/28/2025		

[AB 340](#) [Ahrens, D](#) [HTML](#) [PDF](#)

Employer-employee relations: confidential communications.

Tracking form

Organization	Position
STA	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
Introduced: 01/28/2025

Last Amend: 03/05/2025

[AB 370](#)

[Carrillo, D](#)

[HTML](#)

[PDF](#)

California Public Records Act: cyberattacks.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 07/14/2025 - Chaptered by Secretary of State - Chapter 34, Statutes of 2025

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Current law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. (Based on 07/14/2025 text)

Location: 07/14/2025 - Assembly CHAPTERED
Introduced: 02/03/2025

Last Amend: 03/12/2025

[AB 382](#)

[Berman, D](#)

[HTML](#)

[PDF](#)

Pedestrian safety: school zones: speed limits.

Tracking form

Organization	Position
--------------	----------

STA

Watch

Bill information

Status: 10/10/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 555, Statutes of 2025.

Summary: Current law establishes a prima facie speed limit of 25 miles per hour when approaching or passing a school building or grounds contiguous to a highway or when the school grounds are not separated from the highway, as specified. Current law authorizes a local authority, by ordinance or resolution, to reduce the prima facie speed limit based on an engineering and traffic survey, as specified. This bill would, notwithstanding the above provision and until January 1, 2031, authorize a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of 20 miles per hour in a school zone. The bill would, beginning on January 1, 2031, 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. (Based on 10/10/2025 text)

Location: 10/10/2025 - Assembly CHAPTERED

Last Amend: 09/04/2025

Introduced: 02/03/2025

AB 390

Wilson, D

HTML

PDF

Vehicles: highway safety.

Tracking form

Organization

Position

STA

Watch

Bill information

Status: 07/28/2025 - Chaptered by Secretary of State - Chapter 58, Statutes of 2025

Summary: Current law requires a driver approaching, among others, a stationary marked Caltrans vehicle that is displaying flashing lights to approach with due caution and either change lanes to a lane not immediately adjacent to the vehicle, or, if unable to safely do so, slow to a reasonable and prudent speed, as specified. Current law makes a violation of that provision an infraction, punishable by a fine of not more than \$50. This bill would expand that requirement to apply to all marked highway maintenance vehicles, as defined, and would also make that requirement applicable to any other stationary vehicle displaying flashing hazard lights or another warning device, including, but not limited to, cones, flares, or retroreflective devices. (Based on 07/28/2025 text)

Location: 07/28/2025 - Assembly CHAPTERED

Last Amend: 05/20/2025

Introduced: 02/03/2025

AB 394

Wilson, D

HTML

PDF

Public transportation providers.

Tracking form

Organization	Position
STA	Support

Bill information

Status: 10/01/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 147, Statutes of 2025.

Summary: Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. (Based on 10/01/2025 text)

Location: 10/01/2025 - Assembly CHAPTERED

Last Amend: 07/17/2025

Introduced: 02/03/2025

[AB 421](#)

[Solache, D](#)

[HTML](#)

[PDF](#)

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

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 02/02/2026 - From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.

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, or 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: 01/31/2026 - Assembly DEAD
Introduced: 02/05/2025

[AB 435](#)

[Wilson, D](#)

[HTML](#)

[PDF](#)

Vehicles: child passenger restraints.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 10/07/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 434, Statutes of 2025.

Summary: Current law requires a parent, legal guardian, or driver who transports a child under 16 years of age on a highway in a motor vehicle to properly secure that child in an appropriate child passenger restraint system or safety belt, as specified. Current law authorizes a child or ward under 8 years of age who is 4 feet 9 inches in height or taller to be properly restrained by a safety belt rather than by a child passenger restraint system.

Current law prohibits the operator of a limousine for hire, an authorized emergency vehicle, or a taxicab from operating the limousine for hire, authorized emergency vehicle, or taxicab unless the operator and any passengers 8 years of age or older in the front seat are properly restrained by a safety belt. Current law also prohibits a parent, legal guardian, or chartering party from transporting on a bus, or permit to be transported on a bus, a child, ward, or passenger who is 8 years of age or older, but under 16 years of age, unless they are properly restrained by a safety belt, and unless they are acceptably restrained by a safety belt for a child, ward, or passenger who is under 8 years of age and under 4 feet 9 inches in height. Current law defines, for purposes of the above provisions, "properly restrained by a safety belt" to mean that the lap belt crosses the hips or upper thighs of the occupant and the shoulder belt, if present, crosses the chest in front of the occupant. This bill would instead, commencing January 1, 2027, define "properly restrained by a safety belt" to mean that the child, ward, or passenger meets the requirements of the 5-Step test, which includes that the child, ward, or passenger is sitting all the way back against the auto seat, the knees of the child, ward, or passenger bend over the edge of the auto seat, the shoulder belt snugly crosses the center of the child, ward, or passenger's chest and shoulder, not the child, ward, or passenger's neck, the lap belt is as low as possible and is touching the child, ward, or passenger's thighs, and the child, ward, or passenger can stay seated like this for the whole trip. (Based on 10/07/2025 text)

Location: 10/07/2025 - Assembly CHAPTERED
Introduced: 02/06/2025

Last Amend: 06/25/2025

[AB 541](#)

[DeMaio, R](#)

[HTML](#)

[PDF](#)

California Public Records Act Ombudsperson.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 02/02/2026 - From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.

Summary: Would, until January 1, 2029, and subject to appropriation, establish the Office of the California Public Records Act Ombudsperson. The bill would require the Governor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would require the ombudsperson to create a process through which a person whose information is contained in a record being reviewed may intervene to assert their privacy and confidentiality rights, and would otherwise require the ombudsperson to maintain the privacy and confidentiality of records, as provided. The bill would require the ombudsperson to report to the Legislature, on or before March 31, 2027, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year. (Based on 03/28/2025 text)

Location: 01/23/2026 - Assembly DEAD

Introduced: 02/11/2025 (Spot bill)

Last Amend: 03/28/2025

[AB 544](#)

[Davies, R](#)

[HTML](#)

[PDF](#)

Electric bicycles: required equipment.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 07/14/2025 - Chaptered by Secretary of State - Chapter 36, Statutes of 2025

Summary: Current law requires a bicycle operated during darkness on a highway, sidewalk, or bikeway to be equipped with, among other things, a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. Current law defines "bicycle" for these purposes to, among other things, include an electric bicycle. 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 and categorizes electric bicycles into 3 classes. A violation of the provisions relating to the requirements for equipping a bicycle or an electric bicycle is punishable as an infraction. This bill would require an electric bicycle during all hours to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. (Based on 07/14/2025 text)

Location: 07/14/2025 - Assembly CHAPTERED
Introduced: 02/11/2025

Last Amend: 03/24/2025

[AB 612](#)

[Rogers, D](#)

[HTML](#)

[PDF](#)

Transportation: Highway Design Manual: emergency response times.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 02/02/2026 - From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.

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: 01/23/2026 - Assembly DEAD

Introduced: 02/13/2025

[AB 657](#)

[Alvarez, D](#)

[HTML](#)

[PDF](#)

Otay Mesa East Toll Facility Act: public-private partnership agreements: toll revenues.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 02/02/2026 - From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.

Summary: The Otay Mesa East Toll Facility Act authorizes the San Diego Association of Governments (SANDAG) to carry out a construction project for the State Highway Route 11 corridor, including, among other things, highway improvements and international border crossing facilities, to be operated as a toll facility. Existing law authorizes SANDAG to fix and revise from time to time and charge and collect tolls and other charges only for entrance to or the use of the corridor, as provided. Current law authorizes SANDAG to use specified alternative project delivery methods under certain conditions. Existing law requires toll revenues to be used for specified costs, as provided. Current law defines “project” for purposes of the act to include facilities, whether or not now in existence, acquired or constructed to facilitate the movement of goods and people along the corridor or at the Otay Mesa East Port of Entry. This bill would revise and recast the act by, among other things, (1) revising the definition of “project” for purposes of the act to include facilities, whether or not now in existence, acquired or constructed to facilitate the movement of goods and people adjacent to the Otay Mesa East Port of Entry or to facilitate the generation of revenue for, or related to, the Otay Mesa East Port of Entry, (2) authorizing public-private partnerships, as specified, as an alternative project delivery method, (3) authorizing SANDAG to also impose tolls and other charges for the use of a project or property covered by the act, and (4) adding payments to a private partner under a public-private partnership agreement to the categories of costs for which toll revenues are used under the act, as provided. (Based on 09/08/2025 text)

Location: 01/15/2026 - Assembly DEAD
Introduced: 02/14/2025

Last Amend: 09/08/2025

[AB 697](#)

[Wilson, D](#)

[HTML](#)

[PDF](#)

Protected species: authorized take: State Route 37 project.

Tracking form

Organization

STA

Position

Sponsor

Bill information

Status: 10/07/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 438, Statutes of 2025.

Summary: This bill 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 a specified project on State Route 37, if certain conditions are met, including, among others, the conditions required for the issuance of an incidental take permit. (Based on 10/07/2025 text)

Location: 10/07/2025 - Assembly CHAPTERED
Introduced: 02/14/2025

Last Amend: 05/06/2025

[AB 736](#)

[Wicks, D](#)

[HTML](#)

[PDF](#)

The Affordable Housing Bond Act of 2026.

Tracking form

Organization	Position
STA	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

Last Amend: 04/10/2025

Introduced: 02/18/2025

[AB 830](#)

[Rogers, D](#)

[HTML](#)

[PDF](#)

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

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 01/22/2026 - Consideration of Governor's veto stricken from file.

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, until January 1, 2031, exempt a public utility district in the County of Mendocino with a ratepayer base of 5,000 households or fewer 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 and to notify the public utility district at each stage of a project that necessitates the relocation or removal of the public utility district's encroachment. (Based on 09/10/2025 text)

Location: 10/03/2025 - Assembly VETOED
Introduced: 02/19/2025

Last Amend: 08/29/2025

[AB 891](#)

[Zbur, D](#)

[HTML](#)

[PDF](#)

Transportation: Quick-Build Pilot Program.

Tracking form

Organization	Position
STA	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
Introduced: 02/19/2025

Last Amend: 06/25/2025

[AB 939](#)

[Schultz, D](#)

[HTML](#)

[PDF](#)

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

Tracking form

Organization	Position
STA	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
Introduced: 02/19/2025

Last Amend: 01/15/2026

[AB 941](#)

[Zbur, D](#)

[HTML](#)

[PDF](#)

California Environmental Quality Act: electrical infrastructure projects.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 02/02/2026 - From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.

Summary: The California Environmental Quality Act (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, to correct those deficiencies, 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 04/23/2025 text)

Location: 01/23/2026 - Assembly DEAD

Last Amend: 04/23/2025

Introduced: 02/19/2025

AB 954

Bennett, D

HTML

PDF

Interregional transportation strategic plan: bicycle highways.

Tracking form

Organization	Position
STA	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

Last Amend: 06/30/2025

Introduced: 02/20/2025

AB 975

Gallagher, R

HTML

PDF

Lake and streambed alteration agreements: exemptions: culverts and bridges.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 01/22/2026 - Consideration of Governor's veto stricken from file.

Summary: Current law prohibits a person, a state or local governmental agency, or a public utility from substantially diverting or obstructing the natural flow of, or substantially changing or using any material from the bed, channel, or bank of, any river, stream, or lake,

or depositing or disposing of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, unless prescribed requirements are met, including written notification to the Department of Fish and Wildlife regarding the activity. Current law requires the department to determine whether the activity may substantially adversely affect an existing fish and wildlife resource and, if so, to provide a draft lake or streambed alteration agreement to the person, agency, or utility. Current law prescribes various requirements for lake and streambed alteration agreements. Existing law also establishes various exemptions from these provisions. This bill would, until January 1, 2027, exempt from these provisions, subject to certain requirements, projects to repair or reconstruct a bridge 30 feet long or less or a culvert 70 feet long or less within the County of Sutter that has been damaged or destroyed as a result of fire, flood, storm, earthquake, land subsidence, gradual earth movement, or landslide, between January 1, 2022, and December 31, 2024, inclusive, except as specified. (Based on 09/16/2025 text)

Location: 10/01/2025 - Assembly VETOED
Introduced: 02/20/2025

Last Amend: 09/02/2025

AB 1058

Gonzalez, Jeff, R

HTML

PDF

Motor Vehicle Fuel Tax Law: suspension of tax.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 02/02/2026 - From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.

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: 01/31/2026 - Assembly DEAD
Introduced: 02/20/2025

AB 1067

Quirk-Silva, D

HTML

PDF

Public employees' retirement: felony convictions.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 10/06/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 388, Statutes of 2025.

Summary: 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. Current law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Current law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct 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 continue the investigation even if the public employee retires while under investigation, if the investigation indicates that the public employee may have committed a crime. 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 and would then authorize the public employer to close the investigation. (Based on 10/06/2025 text)

Location: 10/06/2025 - Assembly CHAPTERED

Last Amend: 07/15/2025

Introduced: 02/20/2025

[AB 1114](#)

[Ávila Farías, D](#)

[HTML](#)

[PDF](#)

Emergency vehicles: fee and toll exemptions.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 07/30/2025 - Chaptered by Secretary of State - Chapter 87, Statutes of 2025
Summary: Current law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and 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 include in the exemption of an authorized emergency vehicle exempt from the payment of a toll or charge a vehicle displaying an exempt license plate and "Ambulance." (Based on 07/30/2025 text)

Location: 07/30/2025 - Assembly CHAPTERED
Introduced: 02/20/2025
Last Amend: 06/12/2025

[AB 1132](#) [Schiavo, D](#) [HTML](#) [PDF](#)

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

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 02/02/2026 - From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.
Summary: Would require the Department of Transportation, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified. (Based on 04/10/2025 text)

Location: 01/23/2026 - Assembly DEAD
Introduced: 02/20/2025
Last Amend: 04/10/2025

[AB 1198](#) [Haney, D](#) [HTML](#) [PDF](#)

Public works: prevailing wages.

Tracking form

Organization	Position
--------------	----------

STA

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
Introduced: 02/21/2025

Last Amend: 01/22/2026

[AB 1207](#)

[Irwin, D](#)

[HTML](#)

[PDF](#)

Climate change: market-based compliance mechanism: extension.

Tracking form

Organization

STA

Position

Watch

Bill information

Status: 09/19/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 117, Statutes of 2025.

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with

those regulations. This bill would require the state board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions to instead achieve certain emissions reductions goals and the purposes of the act. The bill would require the state board, in adopting regulations, to design the regulations in a manner that transitions support from gas corporations to electrical distribution utilities to minimize ratepayer impacts and meet the emissions reduction goals of the act. The bill would require the state board to consider the effects of the regulations on affordability, cost-effectiveness, minimization of leakage in California, and achieving the emissions reduction goals of the act. (Based on 09/19/2025 text)

Location: 09/19/2025 - Assembly CHAPTERED **Last Amend:** 09/10/2025
Introduced: 02/21/2025 (Spot bill)

[AB 1331](#)

[Elhawary, D](#)

[HTML](#)

[PDF](#)

Workplace surveillance.

Tracking form

Organization	Position
STA	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 **Last Amend:** 09/04/2025
Introduced: 02/21/2025

[AB 1340](#)

[Wicks, D](#)

[HTML](#)

[PDF](#)

Transportation network company drivers: labor relations.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 10/03/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 335, Statutes of 2025.

Summary: The Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election, categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Current law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Current case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. Current law also establishes the Public Employment Relations Board (board) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Current law vests the board with jurisdiction to enforce certain provisions over charges of unfair practices for represented employees. This bill, the Transportation Network Company Drivers Labor Relations Act (act), would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations, to bargain through representatives of their own choosing, to engage in concerted activities for the purpose of bargaining or other mutual aid or protection, and to refrain from such activities. The bill would require the board to enforce these provisions. (Based on 10/03/2025 text)

Location: 10/03/2025 - Assembly CHAPTERED

Introduced: 02/21/2025

Last Amend: 09/02/2025

[AB 1383](#)

[McKinnor, D](#)

[HTML](#)

[PDF](#)

Public employees' retirement benefits: safety members.

Tracking form

Organization	Position
STA	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
Introduced: 02/21/2025

Last Amend: 01/22/2026

AB 1410

Garcia, D

HTML

PDF

Utilities: service outages and updates: alerts.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 10/06/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 396, Statutes of 2025.

Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations, gas corporations, and water corporations, while local publicly owned electric utilities are under the direction of their governing boards. 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, except as provided, each electrical corporation, gas corporation, water corporation, or local publicly owned electric utility, on or before March 1, 2026, to automatically enroll its 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 they do not wish to receive, except as provided. The bill would require each of those utilities to annually provide information on customers' bills on how to update their preferred contact methods and to allow customers to update their contact information on the utility's internet website or, if feasible, by telephone. This bill contains other related provisions and other existing laws. (Based on 10/06/2025 text)

Location: 10/06/2025 - Assembly CHAPTERED
Introduced: 02/21/2025

Last Amend: 09/05/2025

[AB 1421](#)[Wilson, D](#)[HTML](#)[PDF](#)

Vehicles: Road Usage Charge Technical Advisory Committee.

Tracking form

Organization	Position
STA	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

Introduced: 02/21/2025

Last Amend: 01/05/2026

[AB 1557](#)[Papan, D](#)[HTML](#)[PDF](#)

Vehicles: electric bicycles.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/17/2026 - Re-referred to Com. on TRANS.

Calendar: 04/06/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

Summary: Existing 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. Existing law classifies electric bicycles into 3 classes with different restrictions. Existing law defines

a “class 1 electric bicycle” as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Existing defines a “class 2 electric bicycle” as a bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a “class 3 electric bicycle” as a bicycle equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. A violation of the Vehicle Code is a crime. This bill would instead define a class 1 electric bicycle as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 16 miles per hour. The bill would define a class 2 electric bicycle as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 16 miles per hour. The bill would provide that, notwithstanding these definitions, an electric bicycle manufactured prior to January 1, 2027, that was equipped with a motor that is not capable of exceeding 750 watts of peak power and otherwise met the legal requirements for the relevant class at the time of manufacture shall retain its classification. The bill would prohibit a manufacturer from equipping, and a retailer from offering for sale or advertising, any device labeled as an electric bicycle with a motor that is capable of exceeding 750 watts of peak power. (Based on 03/16/2026 text)

Location: 02/02/2026 - Assembly Transportation
Introduced: 01/08/2026

Last Amend: 03/16/2026

[AB 1569](#)

[Davies, R](#)

[HTML](#)

[PDF](#)

Pupil safety: electric bicycle parking: safety program.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/16/2026 - In committee: Set, first hearing. Hearing canceled at the request of author.

Calendar: [04/08/26 A-EDUCATION 1:30 p.m. - State Capitol, Room 126 PATEL, DARSHANA, Chair](#)

Summary: Existing law authorizes the governing board of any school district having jurisdiction over elementary, intermediate, junior high, or high school to provide time and facilities to local law enforcement agency having jurisdiction over the school of the district for bicycle, scooter, electric bicycle, motorized bicycle, or motorized scooter safety instruction. Existing 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. Existing 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 district and county office of education 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 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. (Based on 03/09/2026 text)

Location: 02/09/2026 - Assembly Education
Introduced: 01/12/2026

Last Amend: 03/09/2026

[AB 1578](#)

[Jackson, D](#)

[HTML](#)

[PDF](#)

State and local officials: antihate speech training.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/09/2026 - Referred to Coms. on L. GOV. and G.O.

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: 03/09/2026 - Assembly Local Government
Introduced: 01/12/2026

[AB 1599](#)

[Ahrens, D](#)

[HTML](#)

[PDF](#)

Public transit: California Transit Stop Registry: transit datasets.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/24/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on APPR.

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: 03/23/2026 - Assembly Appropriations

Introduced: 01/16/2026

[AB 1614](#) [Dixon, R](#) [HTML](#) [PDF](#)

Vehicles: bicycles.

Tracking form

Organization	Position
STA	Watch

Bill information

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

Calendar: 04/06/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

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

Introduced: 01/21/2026

[AB 1621](#) [Wilson, D](#) [HTML](#) [PDF](#)

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

Tracking form

Organization	Position
--------------	----------

STA

Watch

Bill information

Status: 03/05/2026 - Re-referred to Com. on L. GOV.

Calendar: 03/25/26 A-LOCAL GOVERNMENT 1:30 p.m. - State Capitol, Room 447 CARRILLO, JUAN, Chair

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. Existing 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. Existing 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. (Based on 03/04/2026 text)

Location: 02/02/2026 - Assembly Local Government

Last Amend: 03/04/2026

Introduced: 01/22/2026

AB 1624

Zbur, D

HTML

PDF

Public Lands Protection Act.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/16/2026 - Referred to Coms. on L. GOV. and NAT. RES.

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: 03/16/2026 - Assembly Local Government
Introduced: 01/22/2026

[AB 1630](#)

[Caloza, D](#)

[HTML](#)

[PDF](#)

Meet and confer: observation.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/13/2026 - In committee: Set, first hearing. Hearing canceled at the request of author.
Calendar: 04/08/26 A-PUBLIC EMPLOYMENT AND RETIREMENT 9 a.m. - State Capitol, Room 444 MCKINNOR, TINA, Chair
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
Introduced: 01/26/2026

[AB 1654](#)

[DeMaio, R](#)

[HTML](#)

[PDF](#)

Vehicles: commercial driver's licenses.

Tracking form

Organization	Position
STA	Watch

Bill information

Status:	03/16/2026 - Referred to Com. on TRANS.
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:	03/16/2026 - Assembly Transportation
Introduced:	01/29/2026

AB 1745

Gonzalez, Jeff, R

HTML

PDF

Motor Vehicle Fuel Tax Law: suspension of tax.

Tracking form

Organization	Position
STA	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
Introduced:	02/09/2026

[AB 1783](#)[DeMaio, R](#)[HTML](#)[PDF](#)**Vehicle miles traveled: local tax and state fund prohibition.**

Tracking form

Organization	Position
STA	Watch

Bill information**Status:** 03/23/2026 - Re-referred to Com. on L. GOV.

Summary: Existing law sets forth various provisions on the use of state funds, including by prohibiting the use of a grant of state funds to assist, promote, or deter union organizing. This bill would prohibit a state agency from expending funds for the study, planning, testing, design, implementation, administration, or evaluation of a tax, fee, assessment, or charge based on vehicle miles traveled (vehicle miles purposes). The bill would require the reversion of funds appropriated from the General Fund to another fund for vehicle miles purposes and would require the deobligation of encumbered but unexpended funds for those purposes. The bill would require the Department of Finance to, within 60 days of January 1, 2027, identify all relevant appropriations and ensure their reversion or transfer. (Based on 03/19/2026 text)

Location: 03/16/2026 - Assembly Local Government**Last Amend:** 03/19/2026**Introduced:** 02/09/2026[AB 1837](#)[González, Mark, D](#)[HTML](#)[PDF](#)**Video imaging of parking violations.**

Tracking form

Organization	Position
STA	Watch

Bill information**Status:** 03/24/2026 - From committee: Do pass and re-refer to Com. on P. & C.P. (Ayes 14. Noes 1.) (March 23). Re-referred to Com. on P. & C.P.**Calendar:** [04/07/26 A-PRIVACY AND CONSUMER PROTECTION 1:30 p.m. - State Capitol, Room 437 BAUER-KAHAN, REBECCA, Chair](#)

Summary: Existing 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. Existing 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. Existing 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. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing 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. (Based on 03/12/2026 text)

Location:	03/23/2026 - Assembly Privacy and Consumer Protection	Last Amend:	03/12/2026
Introduced:	02/11/2026		

[AB 1838](#)
[Berman, D](#)
[HTML](#)
[PDF](#)

Public contracts: local agencies: responsive bidders.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/23/2026 - Read second time. Ordered to third reading.

Calendar: [03/26/26 #31 A-THIRD READING FILE - ASSEMBLY BILLS](#)

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:	03/23/2026 - Assembly THIRD READING
Introduced:	02/11/2026

[AB 1859](#)
[Ortega, D](#)
[HTML](#)
[PDF](#)

Public works.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/19/2026 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 7. Noes 0.) (March 18). Re-referred to Com. on JUD.

Calendar: *04/07/26 A-JUDICIARY 8 a.m. - State Capitol, Room 437 KALRA, ASH, Chair*

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: 03/18/2026 - Assembly Judiciary

Introduced: 02/11/2026

[AB 1941](#)

[González, Mark, D](#)

[HTML](#)

[PDF](#)

Organized metal theft.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/02/2026 - Referred to Com. on PUB. S.

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: 03/02/2026 - Assembly Public Safety
Introduced: 02/13/2026

[AB 1944](#)
[Lee, D](#)
[HTML](#)
[PDF](#)

Zero-emission transit buses: axle weight.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/24/2026 - From committee: Do pass. (Ayes 15. Noes 1.) (March 23).
Calendar: [03/26/26 #1 A-SECOND READING FILE -- ASSEMBLY BILLS](#)
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: 03/02/2026 - Assembly Transportation
Introduced: 02/13/2026

[AB 1967](#)[Zbur, D](#)[HTML](#)[PDF](#)**Juveniles.**

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/17/2026 - From committee: Do pass and re-refer to Com. on HUM. S. with recommendation: To Consent Calendar. (Ayes 12. Noes 0.) (March 17). Re-referred to Com. on HUM. S.

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: 03/17/2026 - Assembly Human Services

Introduced: 02/13/2026

[AB 1968](#)[Gallagher, R](#)[HTML](#)[PDF](#)**Juveniles: transfer to court of criminal jurisdiction: offense.**

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/17/2026 - In committee: Set, first hearing. Failed passage.

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: 03/02/2026 - Assembly Public Safety
Introduced: 02/13/2026

[AB 1976](#)

[Wicks, D](#)

[HTML](#)

[PDF](#)

Streets and highways: pedestrian and bicycle facilities.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/23/2026 - Re-referred to Com. on TRANS.

Summary: Would prohibit a city or county from holding a community input meeting to gather input from the general public on a proposed pedestrian or bicycle safety project after the project is included in an approved plan that will be implemented as part of the circulation element of the city or county's general plan. At a public meeting where a contract is awarded for, or when county or city staff, as applicable, are directed to begin, the construction of a pedestrian or bicycle safety project, or anytime thereafter, the bill would prohibit the city or county from terminating the project unless the city or county makes specified findings at a public meeting. If a city or county establishes a process for residents of the city or county to submit a petition to request the installation of a traffic calming measure, the bill would prohibit the city or county from requiring the petition to contain the signatures of more than a majority of the total number of persons whose residences are located, in whole or in part, within 1,000 feet of the proposed traffic calming measure, as specified. To the extent that the bill increases the duties of local officials, the bill would impose a state-mandated local program. (Based on 03/19/2026 text)

Location: 03/19/2026 - Assembly Transportation
Introduced: 02/13/2026
Last Amend: 03/19/2026

[AB 2059](#)

[Wilson, D](#)

[HTML](#)

[PDF](#)

California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/23/2026 - Re-referred to Com. on NAT. RES.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that the total cost of mitigation measures required to address a significant transportation impact as determined by the vehicle miles traveled metric is not to exceed 5% of the estimated total project costs. The bill would specify that mitigation measures to address a significant transportation impact as determined by the vehicle miles traveled metric that exceed the 5% limit are deemed to be economically infeasible for the purposes of CEQA. (Based on 03/19/2026 text)

Location: 03/19/2026 - Assembly Natural Resources

Last Amend: 03/19/2026

Introduced: 02/18/2026

[AB 2074](#)
[Haney, D](#)
[HTML](#)
[PDF](#)

Regional transit hub districts: downtown housing developments.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/23/2026 - Re-referred to Com. on H. & C.D.

Summary: The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts, as specified. The bill

would require a downtown housing development to be an allowed use within a regional transit hub district, as specified. The bill would prescribe requirements for downtown housing developments, including requiring specified labor standards and requiring the developments to be eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation. (Based on 03/19/2026 text)

Location: 03/19/2026 - Assembly Housing and Community Development
Introduced: 02/18/2026 (Spot bill)
Last Amend: 03/19/2026

[AB 2190](#)

[Wallis, R](#)

[HTML](#)

[PDF](#)

Internet website accessibility.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/09/2026 - Referred to Coms. on JUD. and P. & C.P.

Calendar: [04/07/26 A-JUDICIARY 8 a.m. - State Capitol, Room 437 KALRA, ASH, Chair](#)

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: 03/09/2026 - Assembly Judiciary
Introduced: 02/19/2026

[AB 2239](#)

[Carrillo, D](#)

[HTML](#)

[PDF](#)

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

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/09/2026 - Referred to Coms. on U. & E. and NAT. RES.

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: 03/09/2026 - Assembly Utilities and Energy
Introduced: 02/19/2026

[AB 2341](#)

[Fong, D](#)

[HTML](#)

[PDF](#)

Local government: emergency response services: use of languages other than English.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/17/2026 - Re-referred to Com. on E.M.

Summary: Existing law requires, in the event of an emergency within the jurisdiction of a local agency that provides emergency response services and that serves a population within which 5% or more of the people speak English less than “very well,” according to American Community Survey data, and jointly speak a language other than English, that the local agency provide information related to the emergency in English and in all languages spoken jointly by the 5% or more of the population that speaks English less than “very well,” as specified. This bill would revise these provisions to require the local agency to provide information related to the emergency in English and in each language spoken jointly by 5% or more of the population that speaks English less than “very well.” (Based on 03/16/2026 text)

Location: 03/16/2026 - Assembly Emergency Management

Introduced: 02/19/2026

Last Amend: 03/16/2026

[AB 2346](#) [Wilson, D](#) [HTML](#) [PDF](#)

Vehicles: electric bicycles and speed limits.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/09/2026 - Referred to Coms. on TRANS. and JUD.

Calendar: 04/06/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

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: 03/09/2026 - Assembly Transportation

Introduced: 02/19/2026

[AB 2372](#) [Hoover, R](#) [HTML](#) [PDF](#)

Vehicles: tolls.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/17/2026 - Re-referred to Com. on TRANS.

Summary: Existing law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an authorized emergency vehicle, as specified. This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the California Highway Patrol. (Based on 03/16/2026 text)

Location: 03/16/2026 - Assembly Transportation

Last Amend: 03/16/2026

Introduced: 02/19/2026

[AB 2413](#)

[Ransom, D](#)

[HTML](#)

[PDF](#)

Large-format public advertisements: public expense.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/09/2026 - Referred to Com. on ELECTIONS.

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: 03/09/2026 - Assembly Elections
Introduced: 02/20/2026

[AB 2484](#)

[Alvarez, D](#)

[HTML](#)

[PDF](#)

San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/24/2026 - From committee chair, with author's amendments: Amend, and re-refer to Com. on ELECTIONS. Read second time and amended.

Summary: The Mills-Deddeh Transit Development Act authorizes the San Diego Metropolitan Transit System (MTS) to impose a transactions and use tax of up to 0.5% for public transit purposes within its jurisdiction, or a portion of its jurisdiction, pursuant to the Transactions and Use Tax Law and subject to voter approval and various other requirements. This bill would also authorize those taxes to be imposed by a qualified voter initiative. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. (Based on 03/24/2026 text)

Location: 03/16/2026 - Assembly Elections
Introduced: 02/20/2026

Last Amend: 03/24/2026

[AB 2529](#)

[Johnson, R](#)

[HTML](#)

[PDF](#)

Civil claims: public employees: perjury.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/17/2026 - In committee: Set, first hearing. Hearing canceled at the request of author.

Calendar: 04/07/26 A-JUDICIARY 8 a.m. - State Capitol, Room 437 KALRA, ASH, Chair

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: 03/09/2026 - Assembly Judiciary
Introduced: 02/20/2026

[AB 2552](#)

[Ávila Farías, D](#)

[HTML](#)

[PDF](#)

California Environmental Quality Act: transportation impact mitigation.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/16/2026 - Referred to Coms. on NAT. RES. and H. & C.D.

Summary: The California Environmental Quality Act (CEQA) 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. If a lead agency determines that a project will have a significant transportation impact, current law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Current law makes those moneys available to the department, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, current law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. Current law makes related findings and declarations. This bill would provide that a contribution to the fund is full and complete mitigation for that portion of the project's significant transportation impact and a legally sufficient mitigation measure under CEQA. The bill would make additional related findings and declarations. (Based on 02/20/2026 text)

Location: 03/16/2026 - Assembly Natural Resources
Introduced: 02/20/2026

[AB 2557](#)[Bauer-Kahan, D](#)[HTML](#)[PDF](#)

Legislative information system: bill position letters.

Tracking form

Organization	Position
STA	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

Introduced: 02/20/2026

[AB 2560](#)[Schultz, D](#)[HTML](#)[PDF](#)

Climate Action Plan for Transportation Infrastructure: goals.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/09/2026 - Referred to Com. on TRANS.

Calendar: 04/06/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair

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: 03/09/2026 - Assembly Transportation
Introduced: 02/20/2026

AB 2659

Bains, D

HTML

PDF

Vehicles: commercial driver's license.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/16/2026 - Referred to Com. on TRANS.

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: 03/16/2026 - Assembly Transportation
Introduced: 02/20/2026

AB 2679

Hadwick, R

HTML

PDF

Road Maintenance and Rehabilitation Account: funding apportionments: cities.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/16/2026 - Referred to Com. on TRANS.

Summary: Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. Existing law requires funds available for the program to be allocated for various specified purposes and requires the remaining funds available for the program to be continuously appropriated, with 50% for allocation to the Department of Transportation and 50% for apportionment to cities and counties by the Controller. Of the funds to be apportioned to cities and counties, existing law requires the Controller to apportion 50% of those funds to counties pursuant to a specified formula and 50% of those funds to cities in the proportion that the total population of each city bears to the total population of all the cities in the state. This bill would require the Controller, with respect to the revenues apportioned to cities, to apportion a minimum of \$200,000 to each city, regardless of its population size, in the 2027–28 fiscal year and each fiscal year thereafter. (Based on 02/20/2026 text)

Location: 03/16/2026 - Assembly Transportation

Introduced: 02/20/2026

[SB 63](#)

[Wiener, D](#)

[HTML](#)

[PDF](#)

San Francisco Bay area: local revenue measure: public transit funding.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 740, Statutes of 2025.

Summary: Would establish the Public Transit Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 14 years, and in an amount of 0.5% in each of the above-described counties located within the district and 1% in the City and County of San Francisco, subject to voter approval at the November 3, 2026,

statewide general election. After payments are made for various administrative expenses, the bill would require the district to transfer specified portions of the proceeds of the tax to the commission for allocation to certain programs and other purposes and for allocation to the Alameda-Contra Costa Transit District, the Peninsula Corridor Joint Powers Board, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, and other specified transit agencies, for transit operations expenses, and would require the district to transfer specified portions of the proceeds of the tax directly to other specified local transportation agencies, including the San Mateo County Transit District and the Santa Clara Valley Transportation Authority, for public transit expenses, as prescribed. (Based on 10/13/2025 text)

Location:	10/13/2025 - Senate CHAPTERED	Last Amend:	09/09/2025
Introduced:	01/09/2025 (Spot bill)		

[SB 71](#)

[Wiener, D](#)

[HTML](#)

[PDF](#)

California Environmental Quality Act: exemptions: transit projects.

Tracking form

Organization	Position
STA	Support

Bill information

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 742, Statutes of 2025.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. (Based on 10/13/2025 text)

Location:	10/13/2025 - Senate CHAPTERED	Last Amend:	09/02/2025
Introduced:	01/14/2025		

[SB 78](#)

[Seyarto, R](#)

[HTML](#)

[PDF](#)

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

Tracking form

Organization	Position
STA	Watch

Bill information

Status:	10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 743, Statutes of 2025.		
Summary:	Would require the Department of Transportation to prepare a report evaluating current efforts and potential opportunities to streamline the processes and procedures for the delivery of safety enhancement projects on the state highway system, as specified. The bill would require the department to submit the report to the Legislature on or before January 1, 2027. (Based on 10/13/2025 text)		
Location:	10/13/2025 - Senate CHAPTERED	Last Amend:	09/02/2025
Introduced:	01/15/2025		

[SB 79](#)

[Wiener, D](#)

[HTML](#)

[PDF](#)

Housing development: transit-oriented development.

Tracking form

Organization	Position
STA	Watch

Bill information

Status:	10/10/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 512, Statutes of 2025.		
Summary:	Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a housing element. Existing law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires the inventory of land to be used to identify sites throughout the community that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need. Existing law requires		

each local government to revise its housing element in accordance with a specified schedule. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would require a project to include at least 5 dwelling units and establish requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions as well as applicable local objective general plan and zoning standards shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, beginning on January 1, 2027, as provided. These provisions would not apply to a local agency until July 1, 2026, except as specified, or within unincorporated areas of counties until the 7th regional housing needs allocation cycle. The bill would specify that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements and would specify that the project is required to comply with certain affordability requirements, under that law. This bill contains other related provisions and other existing laws. (Based on 10/10/2025 text)

Location: 10/10/2025 - Senate CHAPTERED
Introduced: 01/15/2025 (Spot bill)

Last Amend: 09/05/2025

[SB 239](#)

[Arreguín, D](#)

[HTML](#)

[PDF](#)

Open meetings: teleconferencing: subsidiary body.

Tracking form

Organization	Position
STA	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
Introduced: 01/30/2025

Last Amend: 04/07/2025

[SB 417](#)

[Cabaldon, D](#)

[HTML](#)

[PDF](#)

The Affordable Housing Bond Act of 2026.

Tracking form

Organization	Position
STA	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
Introduced: 02/18/2025

Last Amend: 01/22/2026

[SB 445](#)

[Wiener, D](#)

[HTML](#)

[PDF](#)

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

Tracking form

Organization	Position
STA	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
Introduced: 02/18/2025

Last Amend: 07/17/2025

SB 496

Hurtado, D

HTML

PDF

Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.

Tracking form

Organization	Position
STA	Support

Bill information

Status: 02/02/2026 - Returned to Secretary of Senate pursuant to Joint Rule 56.

Summary: The California Global Warming Solutions Act of 2006 establishes the State Air Resources 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. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation

authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. 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. (Based on 04/07/2025 text)

Location: 01/23/2026 - Senate DEAD
Introduced: 02/19/2025

Last Amend: 04/07/2025

[SB 506](#)

[Committee on Transportation](#)

[HTML](#)

[PDF](#)

Transportation: omnibus bill.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 10/06/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 417, Statutes of 2025.

Summary: Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley that meets the goals and objectives of the community, as specified. Current law requires the authority's governing board to be composed of 15 representatives. The bill would replace the Mountain House Community Services District with the City of Mountain House on the authority's governing board. (Based on 10/06/2025 text)

Location: 10/06/2025 - Senate CHAPTERED
Introduced: 02/19/2025

Last Amend: 06/05/2025

[SB 512](#)

[Pérez, D](#)

[HTML](#)

[PDF](#)

District elections: initiatives.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/02/2026 - Stricken from file. Veto sustained.

Summary: Current law prescribes the procedures by which a proposed ordinance may be submitted to the governing board of a district by an initiative measure. These procedures do not apply to specified districts, including a district formed under a law that does not provide a procedure for elections. This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district, and the bill would require the initiative measure to contain all spending limitations and substantive accountability standards applicable to a tax imposed by an ordinance enacted by the governing body. (Based on 09/16/2025 text)

Location: 10/13/2025 - Senate VETOED

Last Amend: 07/17/2025

Introduced: 02/19/2025

[SB 555](#)

[Caballero, D](#)

[HTML](#)

[PDF](#)

Workers' compensation: average annual earnings.

Tracking form

Organization	Position
STA	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

Last Amend: 01/22/2026

Introduced: 02/20/2025

[SB 559](#)[Stern, D](#)[HTML](#)[PDF](#)**Electricity: deenergization events: communications.**

Tracking form

Organization	Position
STA	Watch

Bill information**Status:** 02/02/2026 - Returned to Secretary of Senate pursuant to Joint Rule 56.

Summary: Current 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. Current 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. Current 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, consistent with the above-described protocols, an electrical corporation to immediately notify, when possible and at the time a decision to conduct a deenergization event is made, public safety partners about the potential public safety impacts of the deenergization event, 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, where feasible, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, in advance of a deenergization event, an electrical corporation to make a reasonable effort to publish and make available weather conditions observed within the affected circuit being considered for deenergization, as provided. (Based on 04/02/2025 text)

Location: 01/23/2026 - Senate DEAD**Last Amend:** 04/02/2025**Introduced:** 02/20/2025[SB 569](#)[Blakespear, D](#)[HTML](#)[PDF](#)**Department of Transportation: homeless encampments.**

Tracking form

Organization	Position
--------------	----------

STA

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

Last Amend: 04/21/2025

Introduced: 02/20/2025

[SB 578](#)

[Smallwood-Cuevas, D](#)

[HTML](#)

[PDF](#)

California Workplace Outreach Program.

Tracking form

Organization

STA

Position

Watch

Bill information

Status: 10/13/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 771, Statutes of 2025.

Summary: Current law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would, until January 1, 2031, require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application for qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights. This bill would require the department to guide discussions with qualified organizations regarding priority topics for outreach and education and to consult with those organizations and the Labor and Workforce Development Agency and, as relevant, its departments and boards to create education and outreach materials informing workers of their rights on priority topics and training materials for workers and organizations. (Based on 10/13/2025 text)

Location: 10/13/2025 - Senate CHAPTERED

Last Amend: 09/03/2025

Introduced: 02/20/2025

SB 642

Limón, D

[HTML](#)

[PDF](#)

Employment: payment of wages.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 10/08/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 468, Statutes of 2025.

Summary: Current law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Current law defines “pay scale” as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of “pay scale” to mean an estimate of this expected wage range that an employer reasonably expects to pay for the position upon hire and is made in good faith. (Based on 10/08/2025 text)

Location: 10/08/2025 - Senate CHAPTERED

Last Amend: 09/02/2025

Introduced: 02/20/2025

SB 707

Durazo, D

[HTML](#)

[PDF](#)

Open meetings: meeting and teleconference requirements.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 10/03/2025 - Approved by the Governor. Chaptered by Secretary of State. Chapter 327, Statutes of 2025.

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. This bill would, beginning July 1, 2026, and until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. The bill would require an eligible legislative body, on or

before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, as specified. This bill contains other related provisions and other existing laws. (Based on 10/03/2025 text)

Location: 10/03/2025 - Senate CHAPTERED
Introduced: 02/21/2025

Last Amend: 09/05/2025

[SB 714](#)

[Archuleta, D](#)

[HTML](#)

[PDF](#)

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

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 02/02/2026 - Returned to Secretary of Senate pursuant to Joint Rule 56.

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: 02/02/2026 - Senate DEAD

Introduced: 02/21/2025 (Spot bill)

[SB 735](#)

[Committee on Local Government](#)

[HTML](#)

[PDF](#)

Validations.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 07/14/2025 - Chaptered by Secretary of State - Chapter 54, Statutes of 2025

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 07/14/2025 text)

Location: 07/14/2025 - Senate CHAPTERED

Introduced: 02/21/2025

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

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

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 02/02/2026 - Returned to Secretary of Senate pursuant to Joint Rule 56.

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: 02/02/2026 - Senate DEAD

Introduced: 02/21/2025

[SB 922](#) [Laird, D](#) [HTML](#) [PDF](#)

Vehicles: local agency charges: use of streets or highways.

Tracking form

Organization	Position
--------------	----------

STA

Watch

Bill information

Status: 03/19/2026 - Read second time. Ordered to third reading.

Calendar: [03/26/26 #45 S-SENATE BILLS -THIRD READING FILE](#)

Summary: Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above. (Based on 03/11/2026 text)

Location: 03/19/2026 - Senate THIRD READING **Last Amend:** 03/11/2026

Introduced: 01/28/2026

[SB 929](#) [Jones, R](#) [HTML](#) [PDF](#)

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

Tracking form

Organization	Position
STA	Watch

Bill information

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

Calendar: [04/07/26 S-ENERGY, UTILITIES AND COMMUNICATIONS 9 a.m. - 1021 O Street, Room 1200 ALLEN, BENJAMIN, Chair](#)

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

Introduced: 01/29/2026

[SB 935](#) [Choi, R](#) [HTML](#) [PDF](#)

Local agency design-build projects: authorization.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/18/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 7. Noes 0.) (March 18). Re-referred to Com. on APPR.

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: 03/18/2026 - Senate Appropriations

Introduced: 01/29/2026

[SB 939](#) [Laird, D](#) [HTML](#) [PDF](#)

Public employees' retirement: service credit: payments.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/16/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L., P.E. & R.

Summary: The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS), which provides a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. PERL vests management and control of 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. Existing law permits a member who retires before paying off the entire amount for service credit to pay the balance due by deductions from their retirement allowance equal to those authorized as payroll deductions, as specified. Under existing law, upon the death of that member, a survivor of the member, who is eligible for a monthly allowance, may elect to continue those deductions from the survivor's allowance. Existing law authorizes the member, survivor, or beneficiary, as an alternative, on or after January 1, 2020, to elect to receive an allowance that is reduced by the actuarial equivalent of any

balance remaining unpaid by the member. This bill would limit that alternative option to elections made on or after January 1, 2020, with an initial effective date prior to January 1, 2028. (2)Existing law provides that all elections taking effect on or after January 1, 2020, including elections for normal contributions, arrears contributions, absences, or public service become due and payable at the time of the member's retirement or preretirement death. This bill would require, for all elections with an effective date on or after January 1, 2028, except as specified, the member's payment to be received by the system no later than 90 days after the member's retirement effective date, or the survivor or beneficiary's payment to be received by the system no later than 90 days after the date the notification of balance due is mailed. For any balance not paid, the service credit included in the election would be reduced or eliminated, as specified. This bill would also require all contributions or service credit adjustments required by law or agreement with an effective date on or after January 1, 2028, to become due and payable at the time of retirement or preretirement death. (Based on 03/16/2026 text)

Location: 02/11/2026 - Senate Labor, Public Employment and Retirement
Introduced: 01/29/2026
Last Amend: 03/16/2026

[SB 994](#)
[Cabaldon, D](#)
[HTML](#)
[PDF](#)

Local government: nondisclosure agreements.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/24/2026 - From committee: Do pass and re-refer to Com. on L. GOV. with recommendation: To consent calendar. (Ayes 12. Noes 0.) (March 24). Re-referred to Com. on 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: 03/24/2026 - Senate Local Government
Introduced: 02/05/2026

[SB 1087](#)

[Cabaldon, D](#)

[HTML](#)

[PDF](#)

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

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/10/2026 - Set for hearing April 8.
Calendar: 04/08/26 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112 BLAKESPEAR, CATHERINE, Chair
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: 02/26/2026 - Senate Environmental Quality
Introduced: 02/13/2026

[SB 1187](#)

[Durazo, D](#)

[HTML](#)

[PDF](#)

Open meetings: majority.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/04/2026 - Referred to Com. on L. GOV.

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: 03/04/2026 - Senate Local Government

Introduced: 02/19/2026

[SB 1241](#)
[Smallwood-Cuevas, D](#)
[HTML](#)
[PDF](#)

Skilled and trained workforce requirements.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/16/2026 - Set for hearing March 25.

Calendar: 03/25/26 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair

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: 03/04/2026 - Senate Labor, Public Employment and Retirement

Introduced: 02/19/2026

[SB 1250](#)[Cortese, D](#)[HTML](#)[PDF](#)**State highway system: wildlife connectivity.**

Tracking form

Organization	Position
STA	Watch

Bill information**Status:** 03/17/2026 - Set for hearing April 7.**Calendar:** 04/07/26 S-TRANSPORTATION 1:30 p.m. - State Capitol, Room 112 CORTESE, DAVE, Chair

Summary: Existing law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system and requires Caltrans to improve and maintain the state highways. Existing law requires Caltrans, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for wildlife connectivity assets that reflect the need for new assets and conditions of existing assets that improve or maintain the connectivity of wildlife crossings. This bill would require Caltrans to include wildlife connectivity assets in the asset management plan. This bill contains other related provisions and other existing laws. (Based on 02/19/2026 text)

Location: 03/04/2026 - Senate Transportation**Introduced:** 02/19/2026[SB 1275](#)[McNerney, D](#)[HTML](#)[PDF](#)**Sales and use tax exemption: vehicle license fee imposition: motor vehicles.**

Tracking form

Organization	Position
STA	Watch

Bill information**Status:** 03/04/2026 - Referred to Coms. on REV. & TAX. and TRANS.**Calendar:** 04/08/26 S-REVENUE AND TAXATION 9:30 a.m. - 1021 O Street, Room 1200 MCNERNEY, JERRY, Chair

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)

Location: 03/04/2026 - Senate Revenue and Taxation
Introduced: 02/20/2026

[SB 1292](#)

[Richardson, D](#)

[HTML](#)

[PDF](#)

Enhanced curb management system.

Tracking form

Organization	Position
STA	Watch

Bill information

Status: 03/04/2026 - Referred to Coms. on TRANS. and P., D.T., & C.P.

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)

Location: 03/04/2026 - Senate Transportation
Introduced: 02/20/2026

Total Measures: 106
Total Tracking Forms: 106