

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

Autonomous vehicles.

Bill information

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

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

Location: 09/11/2025 - Senate 2 YEAR

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

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

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

Bill information

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

Summary: Current law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. (Based on 07/10/2025 text)

Location: 08/29/2025 - Senate 2 YEAR

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

[AB 259](#) [Rubio, Blanca, D](#) [HTML](#) [PDF](#)

Open meetings: local agencies: teleconferences.

Bill information

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

Summary: The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the

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

Location: 07/17/2025 - Senate 2 YEAR

Current Text: 04/21/2025 - Amended

Last Amend: 04/21/2025

[AB 300](#)

[Lackey, R](#)

[HTML](#)

[PDF](#)

Fire hazard severity zones: State Fire Marshal.

Bill information

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

Summary: Current law requires the State Fire Marshal to identify areas in the state as moderate, high, and very high fire hazard severity zones, as specified. Current law also requires the State Fire Marshal to classify lands within state responsibility areas into fire hazard severity zones, and, by regulation, to designate fire hazard severity zones and assign to each zone a rating reflecting the degree of severity of fire hazard that is expected to prevail in the zone. Current law requires the State Fire Marshal to periodically review very high fire hazard severity zones that are not state responsibility areas, and designated and rated zones that are state responsibility areas, as provided. This bill would instead require the State Fire Marshal, at least once every 5 years, to review areas in the state identified as moderate, high, and very high fire hazard severity zones, and to review lands within state responsibility areas classified as fire hazard severity zones. (Based on 05/05/2025 text)

Location: 08/28/2025 - Senate 2 YEAR

Current Text: 05/05/2025 - Amended

Last Amend: 05/05/2025

[AB 334](#)

[Petrie-Norris, D](#)

[HTML](#)

[PDF](#)

Operators of toll facilities: interoperability programs: vehicle information.

Bill information

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

Summary: Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle's use of the toll facility, only the license plate

number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as "required" by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. (Based on 07/17/2025 text)

Location:	09/11/2025 - Senate 2 YEAR	Current Text:	07/17/2025 - Amended
		Last Amend:	07/17/2025

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

Employer-employee relations: confidential communications.

Bill information

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

Summary: Current law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of current law further prohibit denying to employee organizations the rights guaranteed to them by current law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. (Based on 03/05/2025 text)

Location:	08/29/2025 - Senate 2 YEAR	Current Text:	03/05/2025 - Amended
		Last Amend:	03/05/2025

[AB 736](#)[Wicks, D](#)[HTML](#)[PDF](#)

The Affordable Housing Bond Act of 2026.

Bill information

Status: 05/14/2026 - From committee: Do pass. (Ayes 5. Noes 0.) (May 14). Read second time. Ordered to third reading.

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:	05/14/2026 - Senate THIRD READING	Current Text:	04/10/2025 - Amended
		Last Amend:	04/10/2025

[AB 891](#)[Zbur, D](#)[HTML](#)[PDF](#)**Transportation: Quick-Build Pilot Program.****Bill information**

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

Summary: Would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the Department of Transportation, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build improvements. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build improvements statewide. (Based on 06/25/2025 text)

Location: 08/25/2025 - Senate 2 YEAR**Current Text:** 06/25/2025 - Amended**Last Amend:** 06/25/2025

[AB 939](#)[Schultz, D](#)[HTML](#)[PDF](#)**Housing development: density bonuses: affordability of for-sale units.****Bill information**

Status: 05/06/2026 - Referred to Com. on HOUSING.

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: 05/06/2026 - Senate Housing**Current Text:** 01/15/2026 - Amended**Last Amend:** 01/15/2026

[AB 954](#)[Bennett, D](#)[HTML](#)[PDF](#)**Interregional transportation strategic plan: bicycle highways.****Bill information**

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

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

Location: 09/11/2025 - Senate 2 YEAR

Current Text: 06/30/2025 - Amended

Last Amend: 06/30/2025

AB 1198

Haney, D

HTML

PDF

Public works: prevailing wages.

Bill information

Status: 05/06/2026 - Referred to Com. on L., P.E. & R.

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: 05/06/2026 - Senate Labor, Public Employment and Retirement

Current Text: 01/22/2026 - Amended

Last Amend: 01/22/2026

AB 1331

Elhawary, D

HTML

PDF

Workplace surveillance.

Bill information

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

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

Location: 09/13/2025 - Senate 2 YEAR

Current Text: 09/04/2025 - Amended

Last Amend: 09/04/2025

AB 1383

McKinnor, D

HTML

PDF

Public employees' retirement benefits.

Bill information

Status: 05/13/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.

Summary: The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) to provide a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. Existing law creates the Public Employees' Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. 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. Existing law, 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, for service performed on and after January 1, 2027, would prohibit the pensionable compensation for calendar year 2027 used to calculate the defined benefit paid to a new member of a retirement system subject to PEPRA who retires from the system from exceeding specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits. (Based on 05/13/2026 text)

Location: 05/06/2026 - Senate Labor, Public Employment and Retirement

Current Text: 05/13/2026 - Amended

Last Amend: 05/13/2026

AB 1421

Wilson, D

HTML

PDF

Vehicles: Road Usage Charge Technical Advisory Committee.

Bill information

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

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. (Based on 01/05/2026 text)

Location: 01/29/2026 - Senate Rules	Current Text: 01/05/2026 - Amended
	Last Amend: 01/05/2026

[AB 1564](#) [Ahrens, D](#) [HTML](#) [PDF](#)

Employer-employee relations: confidential communications.

Bill information

Status: 05/18/2026 - Read second time and amended. Ordered returned to second reading.

Summary: Existing 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 existing law further prohibit denying to employee organizations the rights guaranteed to them by existing 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 05/18/2026 text)

Location: 05/15/2026 - Assembly SECOND READING	Current Text: 05/18/2026 - Amended
	Last Amend: 05/18/2026

[AB 1569](#) [Davies, R](#) [HTML](#) [PDF](#)

Pupil safety: electric bicycle: safety and training program.

Bill information

Status: 05/14/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 77. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Summary: Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments, as specified. (Based on 04/13/2026 text)

Location: 05/14/2026 - Senate Rules

Current Text: 04/13/2026 - Amended

Last Amend: 04/13/2026

AB 1578

Jackson, D

HTML

PDF

State and local officials: sexual harassment training and education: anti-hate speech training.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

Summary: Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require, beginning on January 1, 2028, for an employer that is a state agency or local agency that the above-described training and education include, as a component of the training and education for elected officials, anti-hate speech training. (Based on 04/06/2026 text)

Location: 05/18/2026 - Assembly THIRD READING

Current Text: 04/06/2026 - Amended

Last Amend: 04/06/2026

AB 1599

Ahrens, D

HTML

PDF

Public transit: California Transit Stop Registry: transit datasets.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

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: 05/18/2026 - Assembly THIRD READING

Current Text: 01/16/2026 - Introduced

AB 1614

Dixon, R

HTML

PDF

Vehicles: bicycles.

Bill information

Status: 05/12/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Summary: The California Bicycle Transportation Act establishes 4 classifications of facilities, referred to as bikeways, that provide primarily for, and promote, bicycle travel. Existing 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. Existing 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. A violation of these provisions is punishable as an infraction. 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: 05/12/2026 - Senate Rules **Current Text:** 01/21/2026 - Introduced

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

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

Bill information

Status: 05/06/2026 - Referred to Coms. on L. GOV. and HOUSING.

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: 05/06/2026 - Senate Local Government **Current Text:** 03/04/2026 - Amended
Last Amend: 03/04/2026

[AB 1624](#) [Zbur, D](#) [HTML](#) [PDF](#)

Public Lands Protection Act.

Bill information

Status: 04/15/2026 - In committee: Set, first hearing. Hearing canceled at the request of author.

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

Current Text: 01/22/2026 - Introduced

[AB 1630](#)

[Caloza, D](#)

[HTML](#)

[PDF](#)

Meet and confer: observation.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

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: 05/18/2026 - Assembly THIRD READING

Current Text: 01/26/2026 - Introduced

[AB 1697](#)

[Kalra, D](#)

[HTML](#)

[PDF](#)

Employment contracts: stay-or-pay provisions: contract date.

Bill information

Status: 05/18/2026 - Read third time. Urgency clause adopted. Passed. Ordered to the Senate. (Ayes 61. Noes 5.). In Senate. Read first time. To Com. on RLS. for assignment.

Summary: Existing law generally prohibits an employment contract from requiring a worker to pay certain penalties, fees, costs, or debts related to employment or education if the worker's employment or work relationship terminates, as provided. Existing law provides that a contract that is unlawful under that prohibition is void and contrary to public policy as a

restraint of engaging in a lawful profession, trade, or business. Existing law authorizes a worker, among other persons, to bring a civil action for specified civil penalties and relief for a violation of these provisions. Existing law applies these prohibitions to contracts entered into on or after January 1, 2026. This bill would instead apply those provisions to contracts entered into on or after January 1, 2027. (Based on 04/13/2026 text)

Location: 05/18/2026 - Senate Rules

Current Text: 04/13/2026 - Amended

Last Amend: 04/13/2026

AB 1745

Gonzalez, Jeff, R

HTML

PDF

Motor Vehicle Fuel Tax Law: suspension of tax.

Bill information

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

Summary: The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. (Based on 02/09/2026 text)

Location: 02/23/2026 -
Assembly Transportation

Current Text: 02/09/2026 - Introduced

AB 1821

Pacheco, D

HTML

PDF

California Public Records Act: agency response time.

Bill information

Status: 05/15/2026 - Set for Hearing 5/18/2026

Summary: The California Public Records Act requires each state or local agency, upon a request for a copy of records that reasonably describes an identifiable record or records, to make the records promptly available to any person upon payment of fees covering direct costs of duplication, or a statutory fee if applicable, except with respect to public records exempt from disclosure by express provisions of law. Existing 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. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, as defined. This bill would instead require each agency to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person as described above within 10 business days of a request for a copy of records. (Based on 04/06/2026 text)

Location: 05/15/2026 - Assembly THIRD
READING

Current Text: 04/06/2026 - Amended

Last Amend: 04/06/2026

[AB 1837](#)[González, Mark, D](#)[HTML](#)[PDF](#)**Video imaging of parking violations.****Bill information****Status:** 05/15/2026 - Set for Hearing 5/18/2026**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 until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. (Based on 04/23/2026 text)**Location:** 05/15/2026 - Assembly THIRD
READING**Current Text:** 04/23/2026 - Amended
Last Amend: 04/23/2026

[AB 1838](#)[Berman, D](#)[HTML](#)[PDF](#)**Public contracts: local agencies: responsive bidders.****Bill information****Status:** 05/06/2026 - Referred to Coms. on L. GOV. and L., P.E. & R.**Summary:** Would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, 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 04/06/2026 text)**Location:** 05/06/2026 - Senate Local
Government**Current Text:** 04/06/2026 - Amended
Last Amend: 04/06/2026

[AB 1859](#)[Ortega, D](#)[HTML](#)[PDF](#)**Public works.****Bill information**

Status: 05/18/2026 - Read second time and amended. Ordered returned to second reading.

Summary: Existing 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. Existing 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. Existing 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. Existing 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. Existing 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 an awarding body, owner, contractor, or subcontractor to deny or revoke access to the committee’s representative if the representative fails or refuses to comply with job site safety requirements, as specified. 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 05/18/2026 text)

Location: 05/15/2026 -
Assembly SECOND READING

Current Text: 05/18/2026 - Amended
Last Amend: 05/18/2026

AB 1883

Bryan, D

HTML

PDF

Workplace surveillance tools.

Bill information

Status: 05/18/2026 - Read second time and amended. Ordered returned to second reading.

Summary: Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing 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 generally regulate the use of workplace surveillance tools and an employer’s use of worker data. The bill would prohibit an employer from using a workplace surveillance tool on workers for various purposes, including preventing compliance with laws or regulations, inferring information about workers engaging in a protected activity, making inferences about an individual’s emotional state or based on their gait, or collecting neural data. The bill would prohibit an employer from using facial recognition technology to make inferences about a worker for firing, deactivation, or disciplinary purposes. The bill would, with certain exceptions, also prohibit an employer from using a workplace surveillance tool to infer specified categories of information about a worker, including, among others, their veteran status, ancestral history, religious beliefs, or disability status. (Based on 05/18/2026 text)

Location: 05/15/2026 -
Assembly SECOND READING

Current Text: 05/18/2026 - Amended
Last Amend: 05/18/2026

[AB 1941](#)[González, Mark, D](#)[HTML](#)[PDF](#)

Organized metal theft.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

Summary: Existing 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 with the intent to sell, exchange, or return those metal materials for value, 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. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. (Based on 03/26/2026 text)

Location: 05/18/2026 - Assembly THIRD
READING

Current Text: 03/26/2026 - Amended
Last Amend: 03/26/2026

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

Zero-emission transit buses: axle weight.

Bill information

Status: 05/06/2026 - Referred to Com. on TRANS.

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: 05/06/2026 -
Senate Transportation

Current Text: 02/13/2026 - Introduced

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

Juveniles.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

Summary: Existing law establishes the jurisdiction of the juvenile court, which may adjudge a child to be a dependent of the court under certain circumstances, including when the child suffered, or there is a substantial risk that the child will suffer, serious physical harm. Existing law establishes the grounds for removal of a dependent child from the custody of the child's parents or guardian. Under existing 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. Existing law also 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, or by the minor's attorney, 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 03/25/2026 text)

Location:	05/18/2026 - Assembly THIRD READING	Current Text:	03/25/2026 - Amended
		Last Amend:	03/25/2026

[AB 1976](#)[Wicks, D](#)[HTML](#)[PDF](#)

Streets and highways: pedestrian and bicycle facilities.

Bill information

Status: 05/15/2026 - Set for Hearing 5/18/2026

Summary: Existing law grants the board of supervisors of a county general supervision, management, and control of county highways and authorizes the board of supervisors to lay out, construct, improve, and maintain county highways. This bill 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. (Based on 04/27/2026 text)

Location:	05/15/2026 - Assembly THIRD READING	Current Text:	04/27/2026 - Amended
		Last Amend:	04/27/2026

[AB 2015](#)[Wicks, D](#)[HTML](#)[PDF](#)

Department of Transportation: third-party navigation applications: study and report.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

Summary: Would require the Department of Transportation, in consultation with the Transportation Agency and local authorities, to conduct a comprehensive study on the impact of third-party navigation applications on the state highway system and local street and road networks. The bill would require the study to analyze how third-party navigation applications affect congestion displacement, local infrastructure, safety metrics, and emergency response, as provided. The bill would require the department, on or before January 1, 2028, to submit the study, and a report of related policy recommendations for regulatory or legislative action to improve the alignment between third-party navigation applications and state and local traffic management goals, to the relevant fiscal and policy committees of the Legislature. The bill would repeal these provisions on January 1, 2032. (Based on 04/14/2026 text)

Location:	05/18/2026 - Assembly THIRD READING	Current Text:	04/14/2026 - Amended
		Last Amend:	04/14/2026

[AB 2051](#)[Wicks, D](#)[HTML](#)[PDF](#)

Public resources: [Coastal Resilience Permitting Working Group.](#)

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

Summary: Existing law establishes the Natural Resources Agency and vests the agency with jurisdiction over various public resources. Existing law establishes the California Environmental Protection Agency and sets out its mission for programs, policies, and standards. Under existing law, various state entities, including the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife have responsibilities with respect to coastal permitting and development. This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature. (Based on 03/25/2026 text)

Location:	05/18/2026 - Assembly THIRD READING	Current Text:	03/25/2026 - Amended
		Last Amend:	03/25/2026

[AB 2059](#)[Wilson, D](#)[HTML](#)[PDF](#)

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

Bill information

Status: 05/18/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 72. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

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

environment. CEQA 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 a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties. (Based on 04/22/2026 text)

Location:	05/18/2026 - Senate Rules	Current Text:	04/22/2026 - Amended
		Last Amend:	04/22/2026

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

Regional transit hub districts: downtown housing developments.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

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 and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, 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 04/09/2026 text)

Location:	05/18/2026 - Assembly THIRD READING	Current Text:	04/09/2026 - Amended
		Last Amend:	04/09/2026

[AB 2168](#)[Wicks, D](#)[HTML](#)[PDF](#)

Active Transportation Program: guidelines.

Bill information

Status: 05/18/2026 - Read second time and amended. Ordered returned to second reading.

Summary: Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California

Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would, on and after January 1, 2028, instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. (Based on 05/18/2026 text)

Location:	05/15/2026 - Assembly SECOND READING	Current Text:	05/18/2026 - Amended
		Last Amend:	05/18/2026

[AB 2190](#)[Wallis, R](#)[HTML](#)[PDF](#)

Internet website accessibility.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

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. Existing 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. Existing 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 30 days of receiving a written prelawsuit 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 04/23/2026 text)

Location:	05/18/2026 - Assembly THIRD READING	Current Text:	04/23/2026 - Amended
		Last Amend:	04/23/2026

[AB 2341](#)[Fong, D](#)[HTML](#)[PDF](#)

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

Bill information

Status: 05/14/2026 - Read third time. Urgency clause adopted. Passed. Ordered to the Senate. (Ayes 77. Noes 0.). In Senate. Read first time. To Com. on RLS. for assignment.

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 instead require the local agency to provide information related to an emergency within a local agency’s jurisdiction in English and translated in each language spoken by 5% or more of the population that speaks English less than “very well.” (Based on 05/05/2026 text)

Location: 05/14/2026 - Senate Rules

Current Text: 05/05/2026 - Amended

Last Amend: 05/05/2026

AB 2346

Wilson, D

HTML

PDF

Vehicles: electric bicycles and speed limits.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

Summary: Existing 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. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated front lamp and a rear lamp, as specified. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California’s electric bicycle laws with the bicycle’s packaging to be provided to the consumer. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale. (Based on 03/26/2026 text)

Location: 05/18/2026 - Assembly THIRD READING

Current Text: 03/26/2026 - Amended

Last Amend: 03/26/2026

AB 2372

Hoover, R

HTML

PDF

Vehicles: tolls.

Bill information

Status: 05/14/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 77. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

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. Existing law requires an owner or operator of a toll facility, upon the request of a private or public local emergency service provider, to enter into an agreement to establish mutually agreed-upon terms, including exemption from toll payment, for the use of the toll facility. 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 Department of the California Highway Patrol. (Based on 04/06/2026 text)

Location: 05/14/2026 - Senate Rules

Current Text: 04/06/2026 - Amended

Last Amend: 04/06/2026

[AB 2413](#)

[Ransom, D](#)

[HTML](#)

[PDF](#)

Large-format public advertisements: public expense.

Bill information

Status: 05/12/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

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 24 inches by 36 inches or more in size. (Based on 04/08/2026 text)

Location: 05/12/2026 - Senate Rules

Current Text: 04/08/2026 - Amended

Last Amend: 04/08/2026

[AB 2484](#)

[Alvarez, D](#)

[HTML](#)

[PDF](#)

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

Bill information

Status: 05/18/2026 - Read second time and amended. Ordered returned to second reading.

Summary: The Mills-Deddeh Transit Development Act establishes the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System (MTS), governed by a 15-member board with specified powers and duties related to the operation of public transit services in the southern portion of the County of San Diego. The act authorizes 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. (Based on 05/18/2026 text)

Location: 05/15/2026 -
Assembly SECOND READING

Current Text: 05/18/2026 - Amended

Last Amend: 05/18/2026

[AB 2516](#)

[Petrie-Norris, D](#)

[HTML](#)

[PDF](#)

California Grid Manufacturing Initiative.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

Summary: Existing law establishes the Governor's Office of Business and Economic Development (GO-Biz) within the Governor's office and requires GO-Biz to serve the Governor as the

lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law creates within GO-Biz the Energy Unit to accelerate the planning, financing, and execution of critical energy infrastructure projects, as specified. This bill would require the Energy Unit, in coordination with other specified state entities, to establish the California Grid Manufacturing Initiative. The bill would require the Energy Unit to identify and procure critical electricity grid components, as defined, and to incentivize new or existing in-state manufacturing of electricity grid components. This bill would require the Energy Unit to develop a process for each public utility, as defined, on or before January 1, 2028, and regularly thereafter, to submit a projection of its purchasing needs for critical electricity grid components for which the public utility has not entered into a purchase agreement and for which the public utility affirmatively seeks the assistance of the Energy Unit in coordinating resources and leveraging purchasing power. The bill would provide that, if the Energy Unit determines that centralized procurement is warranted for a critical electrical grid component, a participating public utility may, prior to the issuance of a solicitation by the Energy Unit for that component, submit to the Energy Unit the conditions under which the public utility commits to purchase those components from the initiative, as provided. Under the bill, if a procurement by the Energy Unit satisfies the conditions submitted by a public utility, the public utility's commitment to purchase the component from the initiative would be binding, as provided. (Based on 04/13/2026 text)

Location:	05/18/2026 - Assembly THIRD READING	Current Text:	04/13/2026 - Amended
		Last Amend:	04/13/2026

[AB 2529](#)
[Johnson, R](#)
[HTML](#)
[PDF](#)

Civil claims: public entities and employees: declaration.

Bill information

Status: 05/15/2026 - Set for Hearing 5/18/2026

Summary: The Government Claims Act governs the tort liability and immunity of, and claims and actions against, public entities, officers, and employees. Existing law requires that a claim against a public entity or public employee be signed by the claimant or by some person on the claimant's behalf. This bill would require a claim against a public entity or public employee to include a declaration that, upon information and belief, the contents of the claim are true and correct. (Based on 04/09/2026 text)

Location:	05/15/2026 - Assembly THIRD READING	Current Text:	04/09/2026 - Amended
		Last Amend:	04/09/2026

[AB 2552](#)
[Ávila Farías, D](#)
[HTML](#)
[PDF](#)

California Environmental Quality Act: Transit-Oriented Development Implementation Fund: contributions.

Bill information

Status: 04/29/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 29). Re-referred to Com. on APPR.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, existing 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. Existing law makes those moneys available to the Department of Housing and Community Development, 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, existing law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. This bill would authorize a lead agency for a land use project to require an applicant to contribute to the Transit-Oriented Development Implementation Fund if certain cost conditions are met and the department and the office have validated the reductions in vehicle miles traveled that are attributable to the project, as specified. (Based on 04/16/2026 text)

Location:	04/29/2026 - Assembly Appropriations	Current Text:	04/16/2026 - Amended
		Last Amend:	04/16/2026

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

Climate Action Plan for Transportation Infrastructure: goals.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

Summary: Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law. (Based on 04/15/2026 text)

Location:	05/18/2026 - Assembly THIRD READING	Current Text:	04/15/2026 - Amended
		Last Amend:	04/15/2026

[AB 2679](#)[Hadwick, R](#)[HTML](#)[PDF](#)

Road Maintenance and Rehabilitation Program: State Highway Account loans: cities.

Bill information

Status: 05/18/2026 - Read second time and amended. Ordered returned to second reading.

Summary: This bill would authorize a city to submit a request to the Department of Transportation to receive a supplemental apportionment from the State Highway Account, and would require the department to approve that request, if, among other things, the city's average annual apportionment from the RMRA for the 3 prior fiscal years is no more than \$200,000, the cost of the city's list of projects submitted to the commission exceeds the amount of its average annual apportionment for the 3 prior fiscal years, and the city agrees to reimburse the amount of supplemental funding provided from the State Highway Account with its future apportionments from the RMRA or with moneys from other sources, or both, in accordance with terms and conditions established by the commission. If a city receives a supplemental apportionment, the bill would authorize a city to receive its apportionment from the RMRA without submitting a list of proposed projects or

complying with the specified maintenance of effort requirement. This bill contains other existing laws. (Based on 05/18/2026 text)

Location:	05/15/2026 - Assembly SECOND READING	Current Text:	05/18/2026 - Amended
		Last Amend:	05/18/2026

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

Open meetings: teleconferencing: subsidiary body.

Bill information

Status: 05/11/2026 - Referred to Com. on L. GOV.

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:	05/11/2026 - Assembly Local Government	Current Text:	04/07/2025 - Amended
		Last Amend:	04/07/2025

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

The Affordable Housing Bond Act of 2026.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

Summary: Under existing 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. Existing 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:	05/18/2026 - Assembly THIRD READING	Current Text:	01/22/2026 - Amended
		Last Amend:	01/22/2026

[SB 445](#)[Wiener, D](#)[HTML](#)[PDF](#)

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

Bill information

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

Summary: Current law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Current law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. (Based on 07/17/2025 text)

Location:	08/28/2025 - Assembly 2 YEAR	Current Text:	07/17/2025 - Amended
		Last Amend:	07/17/2025

[SB 555](#)[Caballero, D](#)[HTML](#)[PDF](#)

Workers' compensation: average annual earnings.

Bill information

Status: 05/04/2026 - Referred to Com. on INS.

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:	05/04/2026 - Assembly Insurance	Current Text:	01/22/2026 - Amended
		Last Amend:	01/22/2026

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

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

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

Location: 07/17/2025 - Assembly 2 YEAR**Current Text:** 04/21/2025 - Amended**Last Amend:** 04/21/2025[SB 908](#)[Wiener, D](#)[HTML](#)[PDF](#)**Residential windows: retrofitting: residential window replacement projects: California Building Code compliance.****Bill information**

Status: 05/12/2026 - Read second time. Ordered to third reading.

Summary: The Davis-Stirling Common Interest Development Act governs the management and operation of common interest developments. Existing law places various limits and prohibitions on the governing documents, as defined, relative to an owner's separate interest within those developments. This bill would prohibit those governing documents from limiting or prohibiting the owner of a separate interest within a common interest development from completing a residential window replacement project, as defined, or from imposing any requirements on California Energy Code-compliant windows in a housing development project, as defined. (Based on 04/23/2026 text)

Location: 05/12/2026 - Senate THIRD
READING**Current Text:** 04/23/2026 - Amended**Last Amend:** 04/23/2026[SB 922](#)[Laird, D](#)[HTML](#)[PDF](#)**Vehicles: local agency charges: use of streets or highways.****Bill information**

Status: 05/18/2026 - Read third time. Passed. (Ayes 33. Noes 2.) Ordered to the Assembly.

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:	05/18/2026 - Assembly DESK	Current Text:	03/11/2026 - Amended
		Last Amend:	03/11/2026

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

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

Bill information

Status: 04/28/2026 - Read second time. Ordered to third reading.

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:	04/28/2026 - Senate THIRD READING	Current Text:	01/29/2026 - Introduced
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[SB 935](#)[Choi, R](#)[HTML](#)[PDF](#)

Local agency design-build projects: authorization.

Bill information

Status: 05/04/2026 - Referred to Com. on L. GOV.

Summary: Current law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. Current law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely. (Based on 01/29/2026 text)

Location:	05/04/2026 - Assembly Local Government	Current Text:	01/29/2026 - Introduced
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[SB 939](#)[Laird, D](#)[HTML](#)[PDF](#)

Public employees' retirement: service credit: payments.

Bill information

Status: 05/11/2026 - Referred to Com. on 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:	05/11/2026 - Assembly Public Employment and Retirement	Current Text:	03/16/2026 - Amended
		Last Amend:	03/16/2026

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

Local agencies: nondisclosure agreements.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

Summary: Existing law, 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. Existing 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. Existing 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 agency official, as defined, 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 agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency 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 agency official also apply to a local agency 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. (Based on 04/23/2026 text)

Location:	05/18/2026 - Senate THIRD READING	Current Text:	04/23/2026 - Amended
		Last Amend:	04/23/2026

[SB 1087](#)[Cabaldon, D](#)[HTML](#)[PDF](#)**Transportation planning: sustainable communities strategies: transportation funding programs.****Bill information**

Status: 05/14/2026 - From committee: Do pass. (Ayes 5. Noes 0.) (May 14). Read second time. Ordered to third reading.

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing 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. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. (Based on 04/09/2026 text)

Location: 05/14/2026 - Senate THIRD READING

Current Text: 04/09/2026 - Amended
Last Amend: 04/09/2026

[SB 1187](#)[Durazo, D](#)[HTML](#)[PDF](#)**Open meetings: majority.****Bill information**

Status: 05/18/2026 - 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: 05/18/2026 - Assembly Local Government

Current Text: 02/19/2026 - Introduced

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

Skilled and trained workforce requirements.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

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, in addition to the specified notice in bid documents, require a public entity to post, or require a prime contractor to post, a job site notice specifying that the project is subject to the skilled and trained workforce requirement. The bill would also extend the same posting and notice requirement to private developers. The bill would impose a penalty of no more than \$10,000 per month on a private developer who failed to comply with the above-described posting or notice requirement, following an investigation by the Labor Commissioner or its designee. (Based on 05/14/2026 text)

Location:	05/18/2026 - Senate THIRD READING	Current Text:	05/14/2026 - Amended
		Last Amend:	05/14/2026

[SB 1250](#)[Cortese, D](#)[HTML](#)[PDF](#)

State highway system: wildlife connectivity.

Bill information

Status: 05/18/2026 - Read second time. Ordered to third reading.

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 on the state highway system. (Based on 05/14/2026 text)

Location:	05/18/2026 - Senate THIRD READING	Current Text:	05/14/2026 - Amended
		Last Amend:	05/14/2026

[SB 1275](#)[McNerney, D](#)[HTML](#)[PDF](#)

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

Bill information

Status: 05/14/2026 - May 14 hearing: Held in committee and under submission.

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after July 1, 2027, and before July 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a used motor vehicle sold by specified dealers or their affiliates or a new motor vehicle. (Based on 04/09/2026 text)

Location: 05/04/2026 - Senate APPR.
SUSPENSE FILE

Current Text: 04/09/2026 - Amended
Last Amend: 04/09/2026

SB 1292

Richardson, D

[HTML](#)

[PDF](#)

Enhanced curb management system.

Bill information

Status: 05/05/2026 - Read second time. Ordered to third reading.

Summary: Existing 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, until January 1, 2032, the City of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, or Long Beach, or the city parking enforcement authority within those cities, to establish an enhanced curb management 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 participating city 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 smart loading zones. The bill would require a participating city that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. (Based on 04/22/2026 text)

Location: 05/05/2026 - Senate THIRD
READING

Current Text: 04/22/2026 - Amended
Last Amend: 04/22/2026

SB 1423

Stern, D

[HTML](#)

[PDF](#)

Active Transportation Program: report.

Bill information

Status: 05/14/2026 - From committee: Do pass. (Ayes 5. Noes 0.) (May 14). Read second time. Ordered to third reading.

Summary: Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and requires the guidelines to address, among other things, application timelines and application rating and ranking criteria. This bill would require the commission, on or before January 1, 2028, to conduct a study, and submit a report to the Legislature, on opportunities to improve equity, accessibility, cost-effectiveness, and the ease of application for prospective applicants for the Active Transportation Program, as specified. The bill would repeal these provisions on January 1, 2032. (Based on 04/23/2026 text)

Location: 05/14/2026 - Senate THIRD
READING

Current Text: 04/23/2026 - Amended
Last Amend: 04/23/2026

Total Measures: 67
Total Tracking Forms: 95