

# *MARK WATTS ADVOCACY*

Consulting & Governmental Relations

February 3, 2025

## **Memorandum**

To: Transportation, Water & Infrastructure Committee (TWIC)

From: Mark Watts, Legislative Advocate

Re: State Advocacy & Association Activities –January Monthly Update

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I am pleased to provide the following memo to you on my recent state advocacy efforts and administration activities of interest.

### **Legislative Matters**

The Legislative session has officially been underway since early December. I continue to monitor bill introductions, with some dating back to December 6, 2024, and have targeted a series of bills of interest to the statewide transportation delivery and planning industry. Once introduced, bills must be in print for 30 days before they can be amended or heard by a committee. As a result, legislative committee hearings on bills typically begin in earnest in late March and early April in advance of the May 2 deadline for bills to be approved by legislative policy committees.

#### *Legislative Leaders Announce Committee Assignments:*

President pro Tempore McGuire announced the chairs and membership of Senate policy and fiscal committees in early January.

Assembly Speaker Rivas had previously announced committee chairs in late December and released full committee assignments on January 17.

On the transportation policy arena, Senator Dave Cortese (D-San Jose) continues as Chair of the Senate Transportation Committee and Assemblymember Lori Wilson continues to chair the Assembly Transportation Committee.

From a broader perspective, there were limited leadership changes across the transportation policy and budget area. Senator Laura Richardson, who previously served in both the Assembly and in Congress, is the new chair of Senate Budget Subcommittee No. 5, which includes transportation in its jurisdiction. Assemblymember Steve Bennett (D-Ventura) continues as chair of the corresponding Assembly Budget Subcommittee No. 4.

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### *Active advocacy actions:*

- Met with Assembly leadership staff in transportation for update and perspective about the “state-of-play” for the possibility to approve legislation to extend the present market-based cap and trade regime to reduce greenhouse emission within the state . As presently configured, the auction process is due to expire on December 31, 2030.
- Also, convened meetings with appropriate republican caucus staff. Key action items for these sessions focused on potential for renewal and extension of Cap and Trade Auction Authority beyond 2030.
- On another front I checked in with staff on their perspective of a replacement revenue for the fuel tax .It appears that at least one legislative member will seek re-introduction of last year’s ACA 18 (Wallis). That measure would require a super-majority to approve a revenue measure that depends on a user fee.

### **State budget update:**

On January 10, the Department of Finance released the Governor’s 2025-26 Proposed Budget, showcasing a relatively status quo state budget, especially for transportation programs. Due to the final budget agreement for the current year budget (2024-25) that spread the state’s \$45 billion deficit over a two-year period, the 2025-26 proposed budget brings the state back to a more stable fiscal footing, with a modest \$363 million surplus.

Major fiscal uncertainty remains, however, as the impacts of January’s devastating fires in Southern California were not contemplated when the budget was prepared. Governor Newsom quickly expanded his existing special session declaration to encompass response and recovery costs for the LA fires. We anticipate that the May Revision will have a more robust evaluation of the budgetary impacts of these emergencies, including the availability of federal emergency aid and the impacts to revenue estimates based on the extension of state and federal income tax payments due from taxpayers in Los Angeles County.

### *Transportation Budget Proposals.*

The January budget was uneventful for transportation funding, with no additional cuts and limited new General Fund spending proposals beyond what was included in last year’s budget deal. The Governor’s budget maintains existing General Fund commitments to multimodal transportation programs and projects, totaling approximately \$14.2 billion, and maintains all special funds for their intended transportation purposes. This includes multi-year funding for the competitive and formula Transit and Intercity Rail Capital Program, the Zero Emission Transit Capital Program, and other previously awarded programs. The budget also maintains a \$100

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million supplement to the Active Transportation Program in 2025-26, but this funding is only sufficient to maintain the current Cycle 7 funding commitments. Cap-and-Trade Reauthorization California's cap-and-trade program expires in 2030. While the Governor's summary acknowledged the need to extend the program to achieve the state's carbon neutrality goals, the January budget did not include a specific proposal related to cap-and-trade reauthorization to kick-off negotiations with the Legislature. The summary does list the Governor's priorities for the investment of cap-and-trade auction proceeds in the Greenhouse Gas Reduction Fund (GGRF), including investments in "programs that deliver effective pollution reduction results, support clean transportation and communities, and help address energy affordability."

The Newsom Administration and Legislature are looking to extend the program in 2025, in large part to give regulated business certainty in long-term plans and state administrators similar assurances that the programs funded by cap-and-trade revenue and the recipients of those funds can plan for long-term investments. It is unclear whether the budget language means the Governor will wait for the Legislature to develop an initial proposal or if he will outline a plan later this year in his May Revision

### **Initial Bill introductions – 2025-26 Legislative session**

Identified initial series of bills introduced by new 2025-26 legislature upon their convening on December 6. Following the Legislative Recess, new bill introductions will be monitored closely for impact on industry.

December 2024, New Introductions (2/4/2025): Please see attached.

# 2025 New Introduced Bills

## [AB 12](#)

**(Wallis R) Low-carbon fuel standard: regulations.**

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Location:** 12/2/2024-A. PRINT

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.

## [AB 21](#)

**(DeMaio R) Taxpayer Protection Act of 2025.**

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Location:** 12/2/2024-A. PRINT

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

## [AB 23](#)

**(DeMaio R) The Cost of Living Reduction Act of 2025.**

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Location:** 12/2/2024-A. PRINT

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

## [AB 30](#)

**(Alvarez D) State Air Resources Board: gasoline specifications: ethanol blends.**

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Location:** 12/2/2024-A. PRINT

**Summary:** Current law requires the State Air Resources Board to adopt and implement motor vehicle fuel specifications for the control of air contaminants and sources of air pollution under specified circumstances. This bill would require the state board to complete a rulemaking on or before July 1, 2025, to adopt specifications for blends of gasoline containing 10.5% to 15% ethanol by volume for use as a transportation fuel. If the state board does not complete the rulemaking on or before that date, the bill would require that blends of gasoline containing 10.5% to 15% ethanol by volume be treated as approved by the state board and would authorize them to be sold in the state as transportation fuel.

## [AB 33](#)

**(Aguiar-Curry D) Autonomous vehicles.**

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Location:** 12/2/2024-A. PRINT

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

## [AB 34](#)

**(Patterson R) Air pollution: regulations: consumer costs: review.**

**Status:** 2/3/2025-Referred to Com. on NAT. RES.

**Location:** 2/3/2025-A. NAT. RES.

**Summary:** Current law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Current law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. This bill would prohibit the state board from adopting any standard, regulation, or rule

under this authority until the Legislative Analyst has analyzed the cost to the consumer of the proposed standard, regulation, or rule and submitted its analysis to the Legislature.

**AB 231**

**(Ta R) Income and corporation taxes: credits: work opportunity credit.**

**Status:** 1/14/2025-From printer. May be heard in committee February 13.

**Location:** 1/13/2025-A. PRINT

**Summary:** Would, for taxable years beginning on or after January 1, 2026, and before January 1, 2031, allow a credit against the Personal Income Tax Law and the Corporation Tax Law taxes to a qualified taxpayer in an amount equal to 40% of the qualified wages paid or incurred to a qualified employee employed during the taxable year. The bill would define a qualified employee for this purpose to mean an individual that, among other things, has been convicted of a felony, as provided, and has a hiring date not more than one year after the date the individual was convicted or was released from prison.

**AB 259**

**(Rubio, Blanca D) Open meetings: local agencies: teleconferences.**

**Status:** 1/17/2025-From printer. May be heard in committee February 16.

**Location:** 1/16/2025-A. PRINT

**Summary:** The Ralph M. Brown Act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency 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, 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 remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely.

**AB 266**

**(Davies R) Freeway Service Patrol Act: sponsorship agreement.**

**Status:** 1/18/2025-From printer. May be heard in committee February 17.

**Location:** 1/17/2025-A. PRINT

**Summary:** The Freeway Service Patrol Act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into exclusive sponsorship agreements that allow for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo.

**AB 267**

**(Macedo R) Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.**

**Status:** 1/18/2025-From printer. May be heard in committee February 17.

**Location:** 1/17/2025-A. PRINT

**Summary:** Would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the State Air Resources Board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.

**AB 272**

**(Aguiar-Curry D) Heavy-Duty Vehicle Inspection and Maintenance Program.**

**Status:** 1/22/2025-From printer. May be heard in committee February 21.

**Location:** 1/21/2025-A. PRINT

**Summary:** Current law requires the State Air Resources Board to adopt and implement a regulation for a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles with a gross vehicle weight rating of more than 14,000 pounds, as provided. Current law requires the state board to provide 2 biennial reports on its internet website within 4 years following the full implementation of the program. This bill would instead require, within 4 years following the full implementation of the program, but not later than February 1, 2026, the state board to provide the first of the 2 biennial reports on its internet website.

**AB 273**

**(Sanchez R) Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.**

**Status:** 1/22/2025-From printer. May be heard in committee February 21.

**Location:** 1/21/2025-A. PRINT

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of greenhouse gas emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.

**AB 334**

**(Petrie-Norris D) Operators of toll facilities: interoperability programs: vehicle information.**

**Status:** 1/29/2025-From printer. May be heard in committee February 28.

**Location:** 1/28/2025-A. PRINT

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

**AB 338**

**(Solache D) Workforce development: the Counties of Los Angeles and Ventura: 2025 wildfires.**

**Status:** 1/29/2025-From printer. May be heard in committee February 28.

**Location:** 1/28/2025-A. PRINT

**Summary:** Would appropriate the sum of \$50,000,000 from the General Fund to the California Workforce Development Board to allocate to the South Bay Workforce Investment Board and the Economic Development Collaborative to train, upskill, and retrain underemployed and unemployed low- to moderate-income individuals to support the rebuilding and recovery of areas in the Counties of Los Angeles and Ventura impacted by the 2025 wildfires. The bill would require those local workforce development boards to demonstrate quality standards and practices, as specified, and to focus on employment in jobs in certain professions and industries, including construction, firefighting, and health care, and other areas essential to emergency response, disaster relief recovery and mitigation, and rebuilding. The bill would require individuals participating in programs funded by the bill to have access to expedited licensing and certification.

**AB 377**

**(Tangipa R) High-Speed Rail Authority: business plan: Merced to Bakersfield segment.**

**Status:** 2/4/2025-From printer. May be heard in committee March 6.

**Location:** 2/3/2025-A. PRINT

**Summary:** The California High-Speed Rail Act requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.

**AB 390**

**(Wilson D) Vehicles: highway safety.**

**Status:** 2/4/2025-From printer. May be heard in committee March 6.

**Location:** 2/3/2025-A. PRINT

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

**AB 394**

**(Wilson D) Crimes: public transportation providers.**

**Status:** 2/4/2025-From printer. May be heard in committee March 6.



**Location:** 2/3/2025-A. PRINT

**Summary:** Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified.

**ABX1 7**

**(Essayli R) Budget Act of 2024.**

**Status:** 1/22/2025-From printer.

**Location:** 1/21/2025-A. PRINT

**Summary:** The Budget Act of 2024 made appropriations for the support of state government for the 2024–25 fiscal year. This bill would amend the Budget Act of 2024 to exempt wildfire prevention projects from the requirements of the California Environmental Quality Act.

**ABX1 8**

**(Essayli R) Budget Act of 2024.**

**Status:** 1/22/2025-From printer.

**Location:** 1/21/2025-A. PRINT

**Summary:** Would amend the Budget Act of 2024 to require the State Air Resources Board to designate public fire protection agencies or other equivalent agencies to oversee controlled burning activities and to exempt wildland vegetation management burning, as defined, from permitting requirements if conducted by or under the supervision of a public fire protection agency or other equivalent agency designated by the state board.

**ABX1 9**

**(Essayli R) Budget Act of 2024.**

**Status:** 1/22/2025-From printer.

**Location:** 1/21/2025-A. PRINT

**Summary:** Would amend the Budget Act of 2024 to specify that approval of a large electrical corporation's distribution infrastructure undergrounding plan is not a project for purposes of the California Environmental Quality Act (CEQA), provided that environmental review otherwise required by CEQA occurs before any project approval that would authorize physical changes to the environment.

**SB 2**

**(Jones R) Low-carbon fuel standard: regulations.**

**Status:** 1/29/2025-Referred to Com. on E.Q.

**Location:** 1/29/2025-S. E.Q.

**Summary:** The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.

**SB 10**

**(Padilla D) Otay Mesa East Toll Facility Act: toll revenues: environmental mitigation.**

**Status:** 1/29/2025-Referred to Com. on TRANS.

**Location:** 1/29/2025-S. TRANS.

**Summary:** The Otay Mesa East Toll Facility Act authorizes the San Diego Association of Governments (SANDAG) to carry out a construction project for the State Highway Route 11 corridor, including, among other things, highway improvements and international border crossing facilities, to be operated as a toll facility. Current law authorizes SANDAG to fix and revise from time to time and charge and collect tolls and other charges for entrance to or the use of the corridor, as provided. Current law authorizes toll revenues to be used for specified costs, including, among other things, payments of a cooperative tolling agreement with the federal government of Mexico. This bill would authorize those toll revenues to additionally be used for environmental mitigation and restoration of the Tijuana River Valley and adjoining lands, as specified.

**SB 21**

**(Durazo D) Workforce development: poverty-reducing labor standards: funds, programs, reporting, and analyses.**

**Status:** 1/29/2025-Referred to Com. on L., P.E. & R.

**Location:** 1/29/2025-S. L., P.E. & R.

**Summary:** The California Workforce Innovation and Opportunity Act establishes the California Workforce

Development Board as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California's workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. Current law requires the board to assist the Governor in promoting the development of a well-educated and highly skilled 21st century workforce, and the development of a high road economy that offers an educated and skilled workforce with fair compensation and treatment in the workplace. Current law also requires the board to assist in developing standards, procedures, and criteria for defining high road employers, high road jobs, high road workforce development, and high road training partners, as specified. Current law defines "high road" for these purposes to mean a set of economic and workforce development strategies to achieve economic growth, economic equity, shared prosperity, and a clean environment. This bill would define "job quality," "quality jobs," and "economic equity" for purposes of the act.

**SB 30**

**(Cortese D) Transportation: diesel trains and rolling stock: resale restrictions.**

**Status:** 1/29/2025-Referred to Com. on RLS.

**Location:** 12/2/2024-S. RLS.

**Summary:** Would state the intent of the Legislature to enact subsequent legislation to restrict the resale of decommissioned diesel trains and rolling stock for continued use.

**SB 63**

**(Wiener D) San Francisco Bay area: local revenue measure: transportation funding.**

**Status:** 1/29/2025-Referred to Com. on RLS.

**Location:** 1/9/2025-S. RLS.

**Summary:** Would state the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area.

**SB 71**

**(Wiener D) California Environmental Quality Act: exemptions: transit projects.**

**Status:** 1/29/2025-Referred to Coms. on E.Q. and TRANS.

**Location:** 1/29/2025-S. E.Q.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA.

**SB 73**

**(Cervantes D) California Environmental Quality Act: exemptions.**

**Status:** 1/29/2025-Referred to Coms. on E.Q. and HOUSING.

**Location:** 1/29/2025-S. E.Q.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt.

**SB 76**

**(Seyarto R) Vehicles: registration fees and penalties.**

**Status:** 1/29/2025-Referred to Com. on TRANS.

**Location:** 1/29/2025-S. TRANS.

**Summary:** Current law imposes renewal fee penalties for late payment of vehicle registration except in limited specified cases. Current law authorizes the Department of Motor Vehicles to waive the registration penalties accrued before the purchase of a vehicle upon payment for the fees for registration due, if the transferee or purchaser was not aware that the fees were unpaid. Current law also authorizes the department to waive the registration fees that became due before the purchase of the vehicle if the transferee or purchaser was not aware that the fees were unpaid and the license plate



assigned to the vehicle displays a validating device issued by the department that contains the year number of the registration year for which the transferee or purchaser is requesting a waiver of fees. Current law further provides that these unpaid fees and penalties are the personal debt of the transferor of the vehicle and may be collected by the department in an appropriate civil action if the department has waived the fees and penalties. This bill would instead require the department to waive delinquent registration fees and penalties when a transferee or purchaser of a vehicle applies for a transfer of registration if the department determines that the fees became due or the penalties accrued before the purchase of the vehicle. The bill would require the department to create a system to collect these delinquent fees and penalties from the seller or transferor.

**SB 78**      **(Sevarto R) Department of Transportation: study: state highway system: road safety projects.**

**Status:** 1/29/2025-Referred to Com. on TRANS.

**Location:** 1/29/2025-S. TRANS.

**Summary:** Would require the Department of Transportation to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require the department to post the study on its internet website on or before January 1, 2027.

**SB 79**      **(Wiener D) Planning and zoning: housing development: transit-oriented development.**

**Status:** 1/29/2025-Referred to Com. on RLS.

**Location:** 1/15/2025-S. RLS.

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

**SB 227**      **(Grayson D) Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa.**

**Status:** 1/29/2025-From printer. May be acted upon on or after February 28.

**Location:** 1/28/2025-S. RLS.

**Summary:** Current law, until January 1, 2028, authorizes the establishment of a Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa for the purpose of building upon the comparative advantage provided by the regional concentration of highly skilled energy industry workers by prioritizing access to tax incentives, grants, and loan programs, among other incentives. Current law authorizes the Green Empowerment Zone to be composed of 9 specified cities and the County of Contra Costa, upon adoption of a resolution by the city or county, and provides for the Green Empowerment Zone to be governed by a board of directors comprised of representatives from 7 stakeholder groups, as specified. Existing law requires the board to appoint a steering committee to develop metrics to gauge the progress of the Green Empowerment Zone and requires the board to annually post information on those metrics on its internet website, as specified. This bill would extend the authorization for the Green Empowerment Zone to January 1, 2040, and would authorize the expansion the Green Empowerment Zone to include 4 additional cities, including the Cities of El Cerrito, Pinole, Richmond, and San Pablo, upon adoption of a resolution by each city.

**SB 232**      **(Sevarto R) California Environmental Quality Act: guidelines: study.**

**Status:** 1/29/2025-From printer. May be acted upon on or after February 28.

**Location:** 1/28/2025-S. RLS.

**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, formerly named the Office of Planning and Research, to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. The CEQA guidelines require a lead agency, immediately after deciding that an environmental impact report is required for a project, to send a notice of preparation stating that an environmental impact report will be prepared to the office and each responsible and trustee agency, as specified. This bill would require the office to conduct a study to, among other things, evaluate how locked-in guidelines could impact regulatory certainty for project proponents, lead agencies, and stakeholders and assess how locked-in guidelines could affect the speed and efficiency of the environmental review process pursuant to CEQA. The bill would define “locked-in guidelines” as CEQA guidelines, that are in effect at the time of the first issuance of the notice of preparation for a project, that apply to the project throughout the course of the environmental review process pursuant to CEQA, regardless of changes in the guidelines that occur after the first issuance of the notice of preparation. The bill would require, on or before January 1, 2027, the office to submit a report to the Governor and the Legislature on the study. The bill would repeal these provisions on January 1, 2028.

**SB 239**      **(Arreguín D) Open meetings: teleconferencing: subsidiary body.**

**Status:** 2/3/2025-From printer. May be acted upon on or after March 2.

**Location:** 1/30/2025-S. RLS.

**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 the primary physical meeting location. 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.

**SB 240**

**(Jones R) San Diego Association of Governments.**

**Status:** 2/3/2025-From printer. May be acted upon on or after March 2.

**Location:** 1/30/2025-S. RLS.

**Summary:** The San Diego Regional Transportation Consolidation Act provides for the reorganization of transportation responsibilities in the San Diego region by the consolidation of the San Diego Association of Governments and the transit operations of 2 specified transit boards. This bill would make nonsubstantive changes to provisions of the act that describe generally the nature of this consolidation.

**SB 247**

**(Smallwood-Cuevas D) Construction: workforce development: public contracts.**

**Status:** 2/3/2025-From printer. May be acted upon on or after March 2.

**Location:** 1/30/2025-S. RLS.

**Summary:** Current law, on or after January 1, 2026, authorizes a state agency to use, enter into, or require contractors to enter into, a project labor agreement that applies to a project or set of projects with aggregate construction costs in excess of \$35,000,000 only if the agreement also includes provisions to address community benefits, as described. This bill would make nonsubstantive changes to those provisions.

**SB 272**

**(Becker D) San Mateo County Transit District: job order contracting: pilot program.**

**Status:** 2/4/2025-Introduced. Read first time. To Com. on RLS. for assignment. To print.

**Location:** 2/4/2025-S. RLS.

**Summary:** The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program.

**SB 273**

**(Grayson D) Surplus land.**

**Status:** 2/4/2025-Introduced. Read first time. To Com. on RLS. for assignment. To print.

**Location:** 2/4/2025-S. RLS.

**Summary:** Current law declares that surplus government land should be made available for affordable housing, including near transit stations, and for parks and recreation or open-space purposes. This bill would make a nonsubstantive change to this provision.

**Total Measures: 37**

**Total Tracking Forms: 175**

# 2025 New Introduced Bills

## [AB 12](#)

**(Wallis R) Low-carbon fuel standard: regulations.**

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Location:** 12/2/2024-A. PRINT

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.

## [AB 21](#)

**(DeMaio R) Taxpayer Protection Act of 2025.**

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Location:** 12/2/2024-A. PRINT

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

## [AB 23](#)

**(DeMaio R) The Cost of Living Reduction Act of 2025.**

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Location:** 12/2/2024-A. PRINT

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

## [AB 30](#)

**(Alvarez D) State Air Resources Board: gasoline specifications: ethanol blends.**

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Location:** 12/2/2024-A. PRINT

**Summary:** Current law requires the State Air Resources Board to adopt and implement motor vehicle fuel specifications for the control of air contaminants and sources of air pollution under specified circumstances. This bill would require the state board to complete a rulemaking on or before July 1, 2025, to adopt specifications for blends of gasoline containing 10.5% to 15% ethanol by volume for use as a transportation fuel. If the state board does not complete the rulemaking on or before that date, the bill would require that blends of gasoline containing 10.5% to 15% ethanol by volume be treated as approved by the state board and would authorize them to be sold in the state as transportation fuel.

## [AB 33](#)

**(Aguiar-Curry D) Autonomous vehicles.**

**Status:** 12/3/2024-From printer. May be heard in committee January 2.

**Location:** 12/2/2024-A. PRINT

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

## [AB 34](#)

**(Patterson R) Air pollution: regulations: consumer costs: review.**

**Status:** 2/3/2025-Referred to Com. on NAT. RES.

**Location:** 2/3/2025-A. NAT. RES.

**Summary:** Current law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Current law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. This bill would prohibit the state board from adopting any standard, regulation, or rule

under this authority until the Legislative Analyst has analyzed the cost to the consumer of the proposed standard, regulation, or rule and submitted its analysis to the Legislature.

**AB 231**

**(Ta R) Income and corporation taxes: credits: work opportunity credit.**

**Status:** 1/14/2025-From printer. May be heard in committee February 13.

**Location:** 1/13/2025-A. PRINT

**Summary:** Would, for taxable years beginning on or after January 1, 2026, and before January 1, 2031, allow a credit against the Personal Income Tax Law and the Corporation Tax Law taxes to a qualified taxpayer in an amount equal to 40% of the qualified wages paid or incurred to a qualified employee employed during the taxable year. The bill would define a qualified employee for this purpose to mean an individual that, among other things, has been convicted of a felony, as provided, and has a hiring date not more than one year after the date the individual was convicted or was released from prison.

**AB 259**

**(Rubio, Blanca D) Open meetings: local agencies: teleconferences.**

**Status:** 1/17/2025-From printer. May be heard in committee February 16.

**Location:** 1/16/2025-A. PRINT

**Summary:** The Ralph M. Brown Act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency 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, 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 remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely.

**AB 266**

**(Davies R) Freeway Service Patrol Act: sponsorship agreement.**

**Status:** 1/18/2025-From printer. May be heard in committee February 17.

**Location:** 1/17/2025-A. PRINT

**Summary:** The Freeway Service Patrol Act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into exclusive sponsorship agreements that allow for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo.

**AB 267**

**(Macedo R) Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.**

**Status:** 1/18/2025-From printer. May be heard in committee February 17.

**Location:** 1/17/2025-A. PRINT

**Summary:** Would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the State Air Resources Board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.

**AB 272**

**(Aguiar-Curry D) Heavy-Duty Vehicle Inspection and Maintenance Program.**

**Status:** 1/22/2025-From printer. May be heard in committee February 21.

**Location:** 1/21/2025-A. PRINT

**Summary:** Current law requires the State Air Resources Board to adopt and implement a regulation for a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles with a gross vehicle weight rating of more than 14,000 pounds, as provided. Current law requires the state board to provide 2 biennial reports on its internet website within 4 years following the full implementation of the program. This bill would instead require, within 4 years following the full implementation of the program, but not later than February 1, 2026, the state board to provide the first of the 2 biennial reports on its internet website.

**AB 273**

**(Sanchez R) Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.**

**Status:** 1/22/2025-From printer. May be heard in committee February 21.

**Location:** 1/21/2025-A. PRINT



**Summary:** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of greenhouse gas emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.

**AB 334**

**(Petrie-Norris D) Operators of toll facilities: interoperability programs: vehicle information.**

**Status:** 1/29/2025-From printer. May be heard in committee February 28.

**Location:** 1/28/2025-A. PRINT

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

**AB 338**

**(Solache D) Workforce development: the Counties of Los Angeles and Ventura: 2025 wildfires.**

**Status:** 1/29/2025-From printer. May be heard in committee February 28.

**Location:** 1/28/2025-A. PRINT

**Summary:** Would appropriate the sum of \$50,000,000 from the General Fund to the California Workforce Development Board to allocate to the South Bay Workforce Investment Board and the Economic Development Collaborative to train, upskill, and retrain underemployed and unemployed low- to moderate-income individuals to support the rebuilding and recovery of areas in the Counties of Los Angeles and Ventura impacted by the 2025 wildfires. The bill would require those local workforce development boards to demonstrate quality standards and practices, as specified, and to focus on employment in jobs in certain professions and industries, including construction, firefighting, and health care, and other areas essential to emergency response, disaster relief recovery and mitigation, and rebuilding. The bill would require individuals participating in programs funded by the bill to have access to expedited licensing and certification.

**AB 377**

**(Tangipa R) High-Speed Rail Authority: business plan: Merced to Bakersfield segment.**

**Status:** 2/4/2025-From printer. May be heard in committee March 6.

**Location:** 2/3/2025-A. PRINT

**Summary:** The California High-Speed Rail Act requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.

**AB 390**

**(Wilson D) Vehicles: highway safety.**

**Status:** 2/4/2025-From printer. May be heard in committee March 6.

**Location:** 2/3/2025-A. PRINT

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

**AB 394**

**(Wilson D) Crimes: public transportation providers.**

**Status:** 2/4/2025-From printer. May be heard in committee March 6.

**Location:** 2/3/2025-A. PRINT

**Summary:** Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified.

**ABX1 7**

**(Essayli R) Budget Act of 2024.**

**Status:** 1/22/2025-From printer.

**Location:** 1/21/2025-A. PRINT

**Summary:** The Budget Act of 2024 made appropriations for the support of state government for the 2024–25 fiscal year. This bill would amend the Budget Act of 2024 to exempt wildfire prevention projects from the requirements of the California Environmental Quality Act.

**ABX1 8**

**(Essayli R) Budget Act of 2024.**

**Status:** 1/22/2025-From printer.

**Location:** 1/21/2025-A. PRINT

**Summary:** Would amend the Budget Act of 2024 to require the State Air Resources Board to designate public fire protection agencies or other equivalent agencies to oversee controlled burning activities and to exempt wildland vegetation management burning, as defined, from permitting requirements if conducted by or under the supervision of a public fire protection agency or other equivalent agency designated by the state board.

**ABX1 9**

**(Essayli R) Budget Act of 2024.**

**Status:** 1/22/2025-From printer.

**Location:** 1/21/2025-A. PRINT

**Summary:** Would amend the Budget Act of 2024 to specify that approval of a large electrical corporation’s distribution infrastructure undergrounding plan is not a project for purposes of the California Environmental Quality Act (CEQA), provided that environmental review otherwise required by CEQA occurs before any project approval that would authorize physical changes to the environment.

**SB 2**

**(Jones R) Low-carbon fuel standard: regulations.**

**Status:** 1/29/2025-Referred to Com. on E.Q.

**Location:** 1/29/2025-S. E.Q.

**Summary:** The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.

**SB 10**

**(Padilla D) Otay Mesa East Toll Facility Act: toll revenues: environmental mitigation.**

**Status:** 1/29/2025-Referred to Com. on TRANS.

**Location:** 1/29/2025-S. TRANS.

**Summary:** The Otay Mesa East Toll Facility Act authorizes the San Diego Association of Governments (SANDAG) to carry out a construction project for the State Highway Route 11 corridor, including, among other things, highway improvements and international border crossing facilities, to be operated as a toll facility. Current law authorizes SANDAG to fix and revise from time to time and charge and collect tolls and other charges for entrance to or the use of the corridor, as provided. Current law authorizes toll revenues to be used for specified costs, including, among other things, payments of a cooperative tolling agreement with the federal government of Mexico. This bill would authorize those toll revenues to additionally be used for environmental mitigation and restoration of the Tijuana River Valley and adjoining lands, as specified.

**SB 21**

**(Durazo D) Workforce development: poverty-reducing labor standards: funds, programs, reporting, and analyses.**

**Status:** 1/29/2025-Referred to Com. on L., P.E. & R.

**Location:** 1/29/2025-S. L., P.E. & R.

**Summary:** The California Workforce Innovation and Opportunity Act establishes the California Workforce



Development Board as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California's workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. Current law requires the board to assist the Governor in promoting the development of a well-educated and highly skilled 21st century workforce, and the development of a high road economy that offers an educated and skilled workforce with fair compensation and treatment in the workplace. Current law also requires the board to assist in developing standards, procedures, and criteria for defining high road employers, high road jobs, high road workforce development, and high road training partners, as specified. Current law defines "high road" for these purposes to mean a set of economic and workforce development strategies to achieve economic growth, economic equity, shared prosperity, and a clean environment. This bill would define "job quality," "quality jobs," and "economic equity" for purposes of the act.

**SB 30**

**(Cortese D) Transportation: diesel trains and rolling stock: resale restrictions.**

**Status:** 1/29/2025-Referred to Com. on RLS.

**Location:** 12/2/2024-S. RLS.

**Summary:** Would state the intent of the Legislature to enact subsequent legislation to restrict the resale of decommissioned diesel trains and rolling stock for continued use.

**SB 63**

**(Wiener D) San Francisco Bay area: local revenue measure: transportation funding.**

**Status:** 1/29/2025-Referred to Com. on RLS.

**Location:** 1/9/2025-S. RLS.

**Summary:** Would state the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area.

**SB 71**

**(Wiener D) California Environmental Quality Act: exemptions: transit projects.**

**Status:** 1/29/2025-Referred to Coms. on E.Q. and TRANS.

**Location:** 1/29/2025-S. E.Q.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA.

**SB 73**

**(Cervantes D) California Environmental Quality Act: exemptions.**

**Status:** 1/29/2025-Referred to Coms. on E.Q. and HOUSING.

**Location:** 1/29/2025-S. E.Q.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt.

**SB 76**

**(Seyarto R) Vehicles: registration fees and penalties.**

**Status:** 1/29/2025-Referred to Com. on TRANS.

**Location:** 1/29/2025-S. TRANS.

**Summary:** Current law imposes renewal fee penalties for late payment of vehicle registration except in limited specified cases. Current law authorizes the Department of Motor Vehicles to waive the registration penalties accrued before the purchase of a vehicle upon payment for the fees for registration due, if the transferee or purchaser was not aware that the fees were unpaid. Current law also authorizes the department to waive the registration fees that became due before the purchase of the vehicle if the transferee or purchaser was not aware that the fees were unpaid and the license plate

assigned to the vehicle displays a validating device issued by the department that contains the year number of the registration year for which the transferee or purchaser is requesting a waiver of fees. Current law further provides that these unpaid fees and penalties are the personal debt of the transferor of the vehicle and may be collected by the department in an appropriate civil action if the department has waived the fees and penalties. This bill would instead require the department to waive delinquent registration fees and penalties when a transferee or purchaser of a vehicle applies for a transfer of registration if the department determines that the fees became due or the penalties accrued before the purchase of the vehicle. The bill would require the department to create a system to collect these delinquent fees and penalties from the seller or transferor.

**SB 78**      **(Sevarto R) Department of Transportation: study: state highway system: road safety projects.**

**Status:** 1/29/2025-Referred to Com. on TRANS.

**Location:** 1/29/2025-S. TRANS.

**Summary:** Would require the Department of Transportation to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require the department to post the study on its internet website on or before January 1, 2027.

**SB 79**      **(Wiener D) Planning and zoning: housing development: transit-oriented development.**

**Status:** 1/29/2025-Referred to Com. on RLS.

**Location:** 1/15/2025-S. RLS.

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

**SB 227**      **(Grayson D) Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa.**

**Status:** 1/29/2025-From printer. May be acted upon on or after February 28.

**Location:** 1/28/2025-S. RLS.

**Summary:** Current law, until January 1, 2028, authorizes the establishment of a Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa for the purpose of building upon the comparative advantage provided by the regional concentration of highly skilled energy industry workers by prioritizing access to tax incentives, grants, and loan programs, among other incentives. Current law authorizes the Green Empowerment Zone to be composed of 9 specified cities and the County of Contra Costa, upon adoption of a resolution by the city or county, and provides for the Green Empowerment Zone to be governed by a board of directors comprised of representatives from 7 stakeholder groups, as specified. Existing law requires the board to appoint a steering committee to develop metrics to gauge the progress of the Green Empowerment Zone and requires the board to annually post information on those metrics on its internet website, as specified. This bill would extend the authorization for the Green Empowerment Zone to January 1, 2040, and would authorize the expansion the Green Empowerment Zone to include 4 additional cities, including the Cities of El Cerrito, Pinole, Richmond, and San Pablo, upon adoption of a resolution by each city.

**SB 232**      **(Sevarto R) California Environmental Quality Act: guidelines: study.**

**Status:** 1/29/2025-From printer. May be acted upon on or after February 28.

**Location:** 1/28/2025-S. RLS.

**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, formerly named the Office of Planning and Research, to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. The CEQA guidelines require a lead agency, immediately after deciding that an environmental impact report is required for a project, to send a notice of preparation stating that an environmental impact report will be prepared to the office and each responsible and trustee agency, as specified. This bill would require the office to conduct a study to, among other things, evaluate how locked-in guidelines could impact regulatory certainty for project proponents, lead agencies, and stakeholders and assess how locked-in guidelines could affect the speed and efficiency of the environmental review process pursuant to CEQA. The bill would define “locked-in guidelines” as CEQA guidelines, that are in effect at the time of the first issuance of the notice of preparation for a project, that apply to the project throughout the course of the environmental review process pursuant to CEQA, regardless of changes in the guidelines that occur after the first issuance of the notice of preparation. The bill would require, on or before January 1, 2027, the office to submit a report to the Governor and the Legislature on the study. The bill would repeal these provisions on January 1, 2028.

**SB 239**      **(Arreguín D) Open meetings: teleconferencing: subsidiary body.**

**Status:** 2/3/2025-From printer. May be acted upon on or after March 2.

**Location:** 1/30/2025-S. RLS.

**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 the primary physical meeting location. 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.

**SB 240**

**(Jones R) San Diego Association of Governments.**

**Status:** 2/3/2025-From printer. May be acted upon on or after March 2.

**Location:** 1/30/2025-S. RLS.

**Summary:** The San Diego Regional Transportation Consolidation Act provides for the reorganization of transportation responsibilities in the San Diego region by the consolidation of the San Diego Association of Governments and the transit operations of 2 specified transit boards. This bill would make nonsubstantive changes to provisions of the act that describe generally the nature of this consolidation.

**SB 247**

**(Smallwood-Cuevas D) Construction: workforce development: public contracts.**

**Status:** 2/3/2025-From printer. May be acted upon on or after March 2.

**Location:** 1/30/2025-S. RLS.

**Summary:** Current law, on or after January 1, 2026, authorizes a state agency to use, enter into, or require contractors to enter into, a project labor agreement that applies to a project or set of projects with aggregate construction costs in excess of \$35,000,000 only if the agreement also includes provisions to address community benefits, as described. This bill would make nonsubstantive changes to those provisions.

**SB 272**

**(Becker D) San Mateo County Transit District: job order contracting: pilot program.**

**Status:** 2/4/2025-Introduced. Read first time. To Com. on RLS. for assignment. To print.

**Location:** 2/4/2025-S. RLS.

**Summary:** The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program.

**SB 273**

**(Grayson D) Surplus land.**

**Status:** 2/4/2025-Introduced. Read first time. To Com. on RLS. for assignment. To print.

**Location:** 2/4/2025-S. RLS.

**Summary:** Current law declares that surplus government land should be made available for affordable housing, including near transit stations, and for parks and recreation or open-space purposes. This bill would make a nonsubstantive change to this provision.

**Total Measures: 37**

**Total Tracking Forms: 175**