

STAFF REPORT

SUBJECT: Legislative Update

FROM: Jennifer Yeamans, Senior Grants & Management Specialist
Christy Wegener, Executive Director

DATE: September 8, 2025

Action Requested

The Finance & Administration Committee recommends the Board receive an informational update on recent legislative activities in Washington, D.C. and Sacramento and approve one legislative position.

Background

In February 2025, the Board of Directors approved LAVTA's 2025 Legislative Program to support LAVTA's advocacy needs and priorities in the coming year. Since then, LAVTA staff along with our state and federal advocacy partners have tracked the full scope of legislative initiatives in both Sacramento and Washington, D.C., in consideration of LAVTA's interests. This update reports on recent legislative activities with a focus on legislation moving through the State Legislature and recommends the Committee refer one position to the Board of Directors for approval.

Discussion

Federal Activities

The most recent weekly report from LAVTA's Washington, D.C., representative Carpi & Clay is included as Attachment 1. Staff will provide a verbal update on recent federal policy and legislative developments at your September 8 meeting.

State Activities

The Legislature was on recess July 18 through August 18. LAVTA's Sacramento advocate Townsend Public Affairs (TPA) continues to monitor and report on legislation of interest for LAVTA (see Attachment 2), and will provide a report on recent developments at your September 8 meeting.

SB 63 (Wiener, Arreguín) – Recommend SUPPORT

In April, the Board of Directors adopted a *Support If Amended* position on SB 63, which would authorize a multi-county transportation funding measure to be put to voters in 2026 to provide emergency operating funding for regional transit operators currently facing a "fiscal cliff" of operating revenue shortfalls, in order to avoid deep service cuts. The LAVTA Board then directed staff and TPA to seek amendments providing for a return-to-source of any new

revenues and maintenance of effort of all existing revenue streams, while proactively addressing any related provisions concerning transit governance and/or administration that resulted in opposition from many transit operators, including LAVTA, to this bill's predecessor from the previous legislative session.

Since April, LAVTA staff and TPA alongside our East Bay Small Operator coalition partners Tri Delta Transit, County Connection, and WestCAT, have engaged proactively and productively with the bill's authors and the relevant Committees to ensure our important needs and priorities are reflected in authorizing language that results in a revenue measure that can ultimately be successful before voters throughout a multi-county area. Specifically, LAVTA has advocated for protecting all existing revenues, a return-to-source expenditure plan for new revenues, consideration of local flexibility and delegated authority to prioritize locally identified needs through localized expenditure plans, and requiring San Mateo and Santa Clara County to "opt in" to the base three-county measure by the Legislature's August 11 deadline.

After passing out of the Senate on a 28-10 party-line floor vote, the bill was amended and passed by the Assembly Transportation Committee on July 7 as shown in Attachment 3, with amendments most relevant for LAVTA highlighted. These amendments ensure LAVTA will receive a direct share of new revenues generated by a new half-cent sales tax should voters in the participating counties approve the measure. Further details including participation of opt-in counties are expected in later amendments, and a final expenditure plan will be developed in consultation with the County Transportation Agencies including the Alameda County Transportation Commission (Alameda CTC).

While some outstanding issues (summarized below) remain requiring further amendments expected later this month, LAVTA staff believes the bill's amendments as of July 9 reflect sufficient commitment to LAVTA's priorities to move to a full **Support** position and enable the bill to advance toward final passage through the Legislature by the September 12 deadline. If enacted, the measure as authorized is expected to go before voters in November 2026.

Additional issues:

- Opt-in counties: Prior to the August 11 deadline, the Santa Clara Valley Transportation Authority (VTA) Board of Directors voted unanimously at their August 7 meeting to opt-in to the regional measure. The San Mateo County Transit District Board (SamTrans/Caltrain) voted to opt in August 6. Participation by these counties would be confirmed in forthcoming amendments.
- Alameda CTC is expected to provide for the suballocation of new revenues for transit operations in Alameda County to LAVTA and Union City Transit, preliminarily estimated at \$5 million per year by FY31.
- Given significant up-front expenditures required by the current legislation for administration, direct costs, and a major transit-efficiency study of the region's large operators, it is expected that the flow of new revenues for operations to transit agencies will begin very slowly should the measure succeed at the ballot.

- LAVTA expects to update its ten-year Short Range Transit Plan in 2026–2027, which would incorporate revenue estimates from a Regional Transportation Measure expenditure plan once finalized.

Next Steps

If approved by the Board of Directors, LAVTA and TPA staff will communicate LAVTA's position to the relevant Committees of the Legislature as needed and to our delegation.

Fiscal Impact

None

Recommendation

Receive an informational report on recent legislative activities and approve one Support position.

Attachments:

1. Federal Transportation Weekly Update (August 20)
2. State Legislative Matrix (partial; as of August 15)
3. SB 63 (Wiener, Arreguin) – Amendments as of July 9 (further amendments will be made available once in print)



TRANSPORTATION WEEKLY UPDATE

***This issue covers actions from August 9 – 20.*

August 20, 2025

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION

DOT Publishes Strategic Plan RFI. DOT has published a request for information (RFI) that seeks public input into the development of the DOT Strategic Plan for FY 2026-2030. Comments are due by September 5, 2025.

[MORE INFORMATION](#)

DOT Publishes AV RFI. DOT has published a request for information (RFI) that seeks information from the public, industry, infrastructure owner/operators, and other stakeholders to inform coordinated national research supporting Automated Driving Systems (ADS) transportation technology deployment and realizing safe efficient operations on our Nation's roadways. ADS-equipped vehicles have significant potential to transform safety and mobility but in order for national deployment to scale effectively, research questions relating to the challenges and opportunities of ADS, including understanding disengagements, identifying factors that contribute or detract from reliable and consistent operations and interactions, and facilitating interoperable data standardization and real-time analytics, among others, are important to investigate further to support deployment and broad public acceptance. Comments are due by October 17, 2025.

[MORE INFORMATION](#)

DOT Launches Aviation Consumer Complaint System. DOT has launched a new, modernized web-based system for submitting and handling air travel service complaints as part of the Aviation Complaint, Enforcement, and Reporting System (ACERS). When a complaint, comment, or compliment is submitted, the airline or ticket agent will receive the submission in real time in the ACERS Aviation Industry Portal and by email. Consumers can now quickly and easily file air travel service complaints, comments, and compliments through ACERS's consumer portal at <https://airconsumer.dot.gov/consumer/s/>.

DOT Terminates Aviation Consumer Hotline Regulations. DOT has announced that it is terminating its rulemaking titled "Notifying Air Travelers of DOT's Aviation Consumer Hotline"

(RIN 2105-AE83), which was previously listed in DOT's semiannual Regulatory Agenda. That rulemaking would have established a consumer complaints toll-free hotline telephone number and required airlines to display the number on their websites and at airports in accordance with 49 U.S.C. 42302, as amended by section 423 of the FAA Reauthorization Act of 2018 (Pub. L. 115-254). However, before DOT could complete a rulemaking, Congress enacted section 520 of the FAA Reauthorization Act of 2024 (Pub. L. 118-63), which eliminated the requirement from section 42302 that the Department establish the consumer complaints hotline telephone number. Consistent with the Administration's focus on reducing regulation and Congress' elimination of this requirement section 42302, DOT is terminating the proceeding. The termination was made on August 19, 2025.

[MORE INFORMATION](#)

DOT IG Published Report on FTA's Oversight of SSOAs. DOT's Office of Inspector General (DOT IG) has published a report titled **[FTA's Oversight of State Safety Oversight Agencies Could Be Enhanced Through Communication, Audit Process, and Data Management Improvements](#)**. The report finds that while the Federal Transit Administration (FTA) conducts the required triennial audits of State Safety Oversight Agencies (SSOAs), it does not communicate its audit methodology, such as specific indicators and evaluation steps, to those agencies, falling short of statutory requirements. Although FTA completed 38 audits since 2019 yielding 221 findings, almost half of the reviewed subset lacked sufficient evidence or criteria, reflecting weak quality control and inconsistent application of audit standards. Additionally, FTA's recommendation-tracking system is unreliable: it omits findings from before FY 2021 and lacks proper oversight for data accuracy thereafter. The report includes five recommendations to improve FTA's communication, audit rigor, and data management practices.

DOT Launches ARPA-I Ideas Challenge. DOT's Advanced Research Project Agency – Infrastructure (ARPA-I) has launched a new Ideas Challenge open to all innovators across the public and private sectors to help transform the future of transportation. The challenge will be conducted in two stages. In Stage 1, will identify a critical transportation infrastructure challenge, outline a breakthrough solution that could transform transportation, and submit an R&D plan that lays out a path toward deployment and commercialization and metrics for success. **Stage 1 Concept Papers are due September 17, 2025, at 5:00 PM ET**. The selected winners in Stage 1 will be invited to the Ideas Challenge Workshop to present their concept to USDOT leadership and stakeholders this fall. Winning teams from Stage 1 will be invited to submit a detailed proposal for Stage 2. Up to 10 finalists will be chosen to advance to the ARPA-I Ideas Challenge Final in early 2026 where they will present their project proposal to a distinguished panel of judges and audience members from the public and private sector to compete for Stage 2 prizes.

[MORE INFORMATION](#)



FAA Seeks NOPAG Members. FAA has published a notice seeking interested persons to apply to fill two vacancies on the National Parks Overflights Advisory Group (NPOAG): one position representing general aviation and one position representing Native American tribes. This notice informs the public of the selection made for the vacancy representing general aviation. The position representing Native American tribes was not filled. This notice also invites interested persons to apply to fill four vacancies on the National Parks Overflights Advisory Group (NPOAG). The openings are for a representative of Native American tribes, a representative of air tour operators, and two representatives of environmental concerns. Applications are due by October 3, 2025.

[MORE INFORMATION](#)



FHWA Publishes NEVI Formula Program Interim Final Guidance. FHWA has published revised National Electric Vehicle Infrastructure (NEVI) Formula Program Interim Final Guidance. This Interim Final Guidance updates the existing NEVI Formula Program Guidance to align with clear and express statutory language in order to streamline and provide flexibility for implementation of the program. This Interim Final Guidance document is effective on August 13, 2025. Comments must be received on or before August 27, 2025.

[MORE INFORMATION](#)

FHWA Announces FBP Formula Grants. FHWA has announced \$175 million in funding under the Ferry Boat Program (FBP) to 35 states, Puerto Rico, U.S. Virgin Islands, and American Samoa. The formula funding will help to improve ferry service and provide more cost-effective travel options for communities across the country that rely on ferries to get to work, promote tourism, and enable commerce.

[MORE INFORMATION](#)



FTA Publishes CIG Policy Guidance. FTA has published proposed policy guidance for the Capital Investment Grants (CIG) program. Revisions to the guidance are intended to address certain Executive Orders signed by the President in early 2025 and DOT Order 2100.7, *“Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities.”* Comments are due by September 2, 2025.

[MORE INFORMATION](#)

FTA Publishes CIG RFI. FTA has published a request for information (RFI) seeking suggestions from all transit stakeholders (transit authorities, planning officials, States, cities, the private sector, and the public) on ways to streamline and enhance the Capital Investment Grants (CIG) Policy Guidance while increasing the accountability of project sponsors and ensuring federal investment in the most successful projects. Comments are due by September 18, 2025.

[MORE INFORMATION](#)

FTA Hosts Virtual TAM Roundtable. FTA has announced it will host the 2025 Transit Asset Management (TAM) Roundtable as a virtual event on September 17 – 18, 2025. The TAM Roundtable brings together participants from across the country who are directly involved in the management of transit capital assets. The TAM Roundtable is open to public sector employees only, including transit agency staff, state DOT and MPO staff focused on transit.

[MORE INFORMATION](#)

FTA Hosts Webinar to Prepare for Global Sporting Events. FTA is hosting a webinar on September 11, 2025, at 1:00pm ET for participants to learn how federal charter bus regulations apply to transit, especially for major events. FTA is committed to assisting public transit agencies, private bus operators, and host cities as they prepare to move millions of spectators and personnel for events like the 2026 FIFA World Cup and the 2028 Olympic Games. FTA staff will describe federal requirements relating to charter bus services and answer questions.

[MORE INFORMATION](#)

OTHER

GAO Publishes Q&A Report on Terrorist Watchlist Nomination and Redress Processes. The Government Accountability Office (GAO) has published a Question & Answer (Q&A) report to Congressional Requestors titled [Terrorist Watchlist: Nominations and Redress Processes for U.S. Persons](#). The report explains how U.S. persons, including citizens, nationals, or lawful permanent residents, may be added to the U.S. terrorist watchlist and how misidentifications or outdated listings can result in significant travel disruptions, such as denied

boarding or delays. It highlights that from December 7, 2021, to September 30, 2023, only about 1.5% (289) of redress inquiries to DHS TRIP were directly related to the watchlist, and of these, roughly one-third (88) led to removal from the list. The report also issued 24 recommendations to seven federal agencies to improve nomination and redress processes.



***Channon Hanna**, Partner at Carpi & Clay Government Relations, brings over 20 years of expertise in navigating federal transportation policy complexities to advance priorities for public and private sector clients across all modes of transportation.*



Livermore Amador Valley Transit Authority

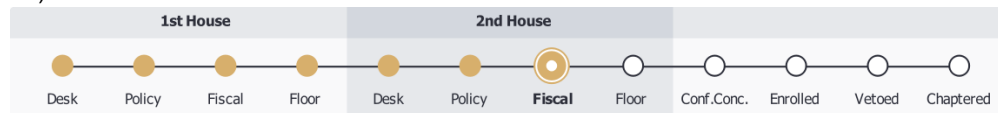
Legislative Matrix

Recommend Watch (Formal)

AB 1207 (Irwin, D) Climate change: market-based compliance mechanism: price ceiling.

Last Amended: 03/17/2025

Status: 07/16/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 16). Re-referred to Com. on APPR.



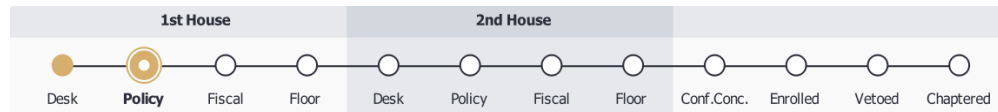
Location: 07/16/2025 - Senate Appropriations

Summary: The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Current law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Current law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023. (Based on 03/17/2025 text)

Recommend Watch (Informal)

AB 939 (Schultz, D) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.

Status: 03/10/2025 - Referred to Com. on TRANS.



Location: 03/10/2025 - Assembly Transportation

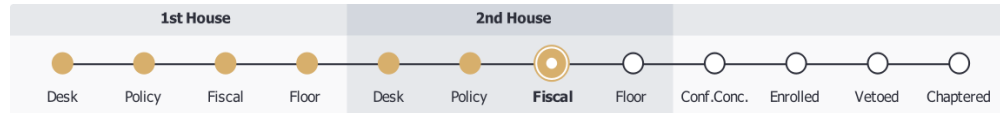
Summary: Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements,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

SB 419 (Caballero, D) Hydrogen fuel.

Last Amended: 06/23/2025

Status: 07/15/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 14). Re-referred to Com. on APPR.

Calendar: *08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*



Location: 07/15/2025 - Assembly Appropriations

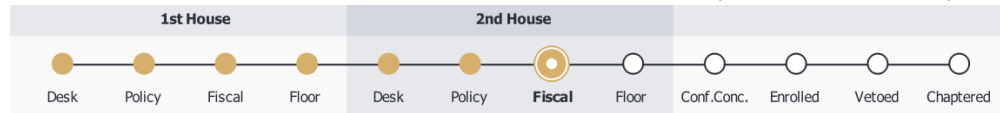
Summary: Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would, on and after July 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel, as defined. (Based on 06/23/2025 text)

SB 840 (Limón, D) Greenhouse gases: report.

Last Amended: 03/26/2025

Status: 07/15/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (July 14). Re-referred to Com. on APPR.

Calendar: *08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*



Location: 07/14/2025 - Assembly Appropriations

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board, in adopting 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 1990 levels no later than December 31, 2030. The act requires the Legislative Analyst's Office, until January 1, 2030, to annually submit to the Legislature a report on the economic impacts and benefits of those greenhouse gas emissions reduction targets. The act, until January 1, 2031, establishes the Independent Emissions Market Advisory Committee and requires the committee to annually report to the state board and the Joint Legislative Committee on Climate Change Policies on the environmental and economic performance of the regulations establishing the market-based compliance mechanism and other relevant climate change policies. This bill would extend indefinitely the requirement for the Legislative Analyst's Office to annually submit to the Legislature the report on the economic impacts and benefits of those greenhouse gas emissions targets. The bill would require the committee, at a public hearing, to review the annual report by the Legislative Analyst's Office. (Based on 03/26/2025 text)

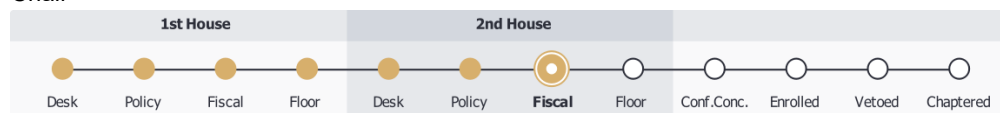
Support

AB 394 (Wilson, D) Public transportation providers.

Last Amended: 07/17/2025

Status: 07/17/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: *08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair*



Location: 07/16/2025 - Senate Appropriations

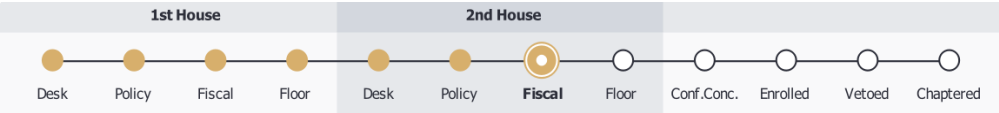
Summary: Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as

specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. (Based on 07/17/2025 text)

Support if Amended

SB 63 (Wiener, D) San Francisco Bay area: local revenue measure: transportation funding.

Last Amended: 07/09/2025
Status: 07/15/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 2.) (July 14). Re-referred to Com. on APPR.
Calendar: 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair

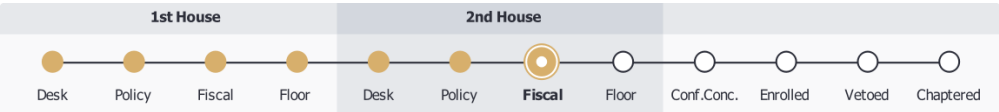


Location: 07/15/2025 - Assembly Appropriations
Summary: Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. (Based on 07/09/2025 text)

Other Legislation

AB 30 (Alvarez, D) State Air Resources Board: gasoline specifications: ethanol blends.

Last Amended: 03/26/2025
Status: 07/09/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (July 8). Re-referred to Com. on APPR.
Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

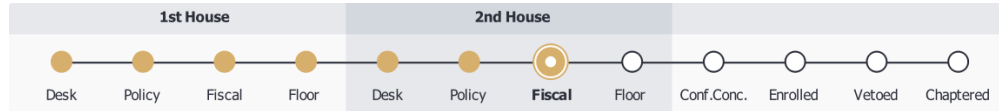


Location: 07/08/2025 - Senate Appropriations
Summary: Current law prohibits the State Air Resources Board from adopting any regulation that establishes a specification for motor vehicle fuel unless that regulation, and a multimedia evaluation conducted by affected agencies and coordinated by the state board, are reviewed by the California Environmental Policy Council. This bill would, notwithstanding that prohibition, authorize blends of gasoline containing 10.5% to 15% ethanol by volume to be sold in the state for use as a transportation fuel until (1) the California Environmental Policy Council completes its review of those blends and (2) the state board either adopts a regulation establishing a specification for those blends or posts an assessment on its internet website demonstrating that it is not possible for a regulation establishing a specification for those blends to meet specified requirements. (Based on 03/26/2025 text)

AB 39 (Zbur, D) General plans: Local Electrification Planning Act.

Last Amended: 07/17/2025

Status: 07/17/2025 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 12. Noes 4.) (July 15). Read second time and amended. Re-referred to Com. on APPR.



Location: 07/15/2025 - Senate Appropriations

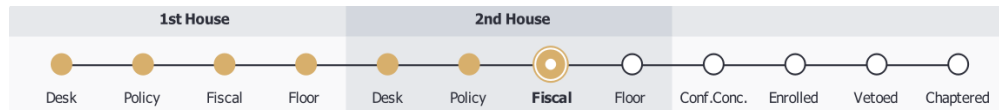
Summary: The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city's or county's physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location and extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require each city, county, or city and county, on or after January 1, 2027, but no later than January 1, 2030, to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes locally based goals, objectives, policies, and feasible implementation measures that include, among other things, the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, as specified, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups. (Based on 07/17/2025 text)

AB 61 (Pacheco, D) Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.

Last Amended: 07/10/2025

Status: 07/10/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



Location: 07/07/2025 - Senate Appropriations

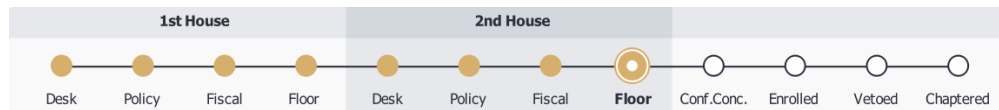
Summary: Current law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent 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)

AB 76 (Alvarez, D) Surplus land: exempt surplus land: sectional planning area.

Last Amended: 07/17/2025

Status: 07/17/2025 - Read second time and amended. Ordered to third reading.

Calendar: 08/18/25 #159 S-ASSEMBLY BILLS - THIRD READING FILE



Location: 07/17/2025 - Senate THIRD READING

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency and defines terms for these purposes, including, among others, "surplus land" to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency's use. Current law

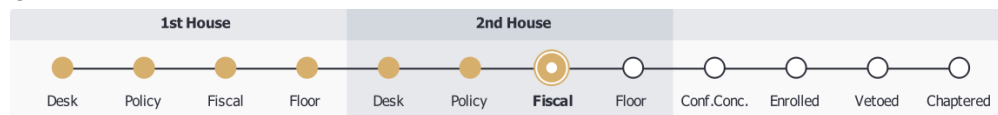
defines “exempt surplus land” to mean land that is subject to a sectional planning area document, as described, and meets specified requirements, including that the land identified in the adopted sectional planning area document was dedicated prior to January 1, 2019, at least 25% of the units are dedicated to lower income households, as specified, and that the land is developed at an average density of at least 10 units per acre calculated with respect to the entire sectional planning area. This bill would change those requirements so that at a minimum, 25% of units that are proposed by the sectional planning area document as adopted prior to January 1, 2019, and are not designated for students, faculty, or staff of an academic institution, or 500 units, whichever is greater, must be dedicated to lower income households, as specified, and that the land must be developed at an average density of at least 10 units per acre, in accordance with certain requirements and calculated with respect to the entire sectional planning area and inclusive of housing designated for students, faculty, and staff of an academic institution. (Based on 07/17/2025 text)

AB 91 (Harabedian, D) State and local agencies: demographic data.

Last Amended: 06/17/2025

Status: 07/09/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (July 8). Re-referred to Com. on APPR.

Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



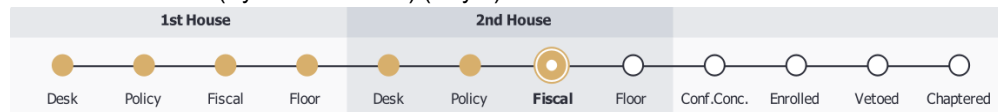
Location: 07/08/2025 - Senate Appropriations

Summary: Would, commencing January 1, 2027, require state and local agencies that collect demographic data as to the ancestry or ethnic origin of Californians to use separate collection categories and tabulations for major Middle Eastern or North African groups, as specified, and, with certain exceptions, to include that data in every demographic report published on or after January 1, 2028, and to make the aggregated data available to the public. This bill contains other related provisions and other existing laws. (Based on 06/17/2025 text)

AB 272 (Aguilar-Curry, D) Heavy-Duty Vehicle Inspection and Maintenance Program.

Last Amended: 03/13/2025

Status: 07/09/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (July 8). Re-referred to Com. on APPR.



Location: 07/08/2025 - Senate Appropriations

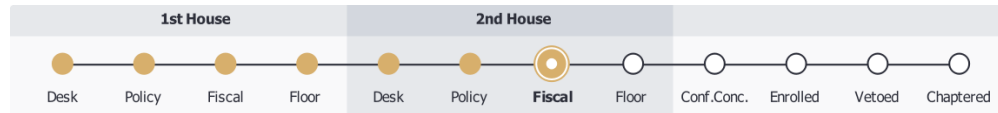
Summary: Current law requires the State Air Resources Board to adopt and implement a regulation for a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles with a gross vehicle weight rating of more than 14,000 pounds, as provided. Current law requires 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 December 31, 2026, the state board to provide the first of the 2 biennial reports on its internet website. (Based on 03/13/2025 text)

AB 288 (McKinnor, D) Employment: labor organization.

Last Amended: 06/19/2025

Status: 07/09/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (July 8). Re-referred to Com. on APPR.

Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



Location: 07/08/2025 - Senate Appropriations

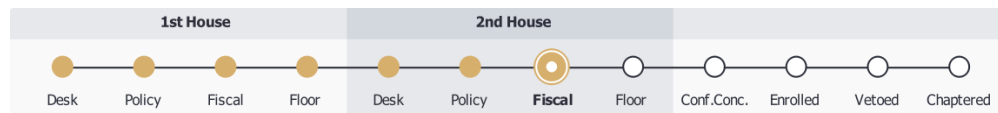
Summary: Current law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Under current law, PERB has the power and duty to investigate an unfair practice charge and to determine whether the charge is justified and the appropriate remedy for the unfair practice. This bill would expand PERB's jurisdiction by authorizing a worker, as defined, to petition PERB to protect and enforce prescribed rights, as specified. The bill would specify who is an authorized worker, including an individual who seeks to have the National Labor Relations Board protect and enforce their rights to full freedom of association, self-organization, or designation of representatives of their own choosing but has not received a determination or remedy within specified statutory timeframes. The bill would authorize PERB to, among other things, decide unfair labor practice cases, as specified, and order all appropriate relief for a violation, including civil penalties. The bill would establish the Public Employment Relations Board Enforcement Fund (fund) in the State Treasury, require the above-described civil penalties to be deposited into the fund, and would make moneys in the fund available upon appropriation by the Legislature for PERB to fund increased workload. The bill would make related findings and declarations and make its provisions severable. (Based on 06/19/2025 text)

AB 289 (Haney, D) State highway work zone speed safety program.

Last Amended: 06/25/2025

Status: 08/13/2025 - In committee: Hearing postponed by committee.

Calendar: 08/25/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



Location: 07/17/2025 - Senate Appropriations

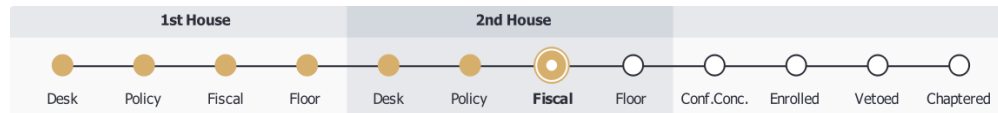
Summary: Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Existing law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 75 speed safety systems on state highway construction or maintenance areas, as specified. (Based on 06/25/2025 text)

AB 339 (Ortega, D) Local public employee organizations: notice requirements.

Last Amended: 07/15/2025

Status: 07/15/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



Location: 07/09/2025 - Senate Appropriations

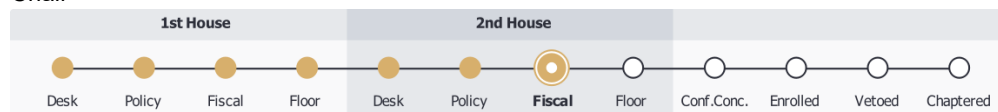
Summary: The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Current law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Current law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 60 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization, subject to certain exceptions. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. (Based on 07/15/2025 text)

AB 340 (Ahrens, D) Employer-employee relations: confidential communications.

Last Amended: 03/05/2025

Status: 07/16/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 2.) (July 15). Re-referred to Com. on APPR.

Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

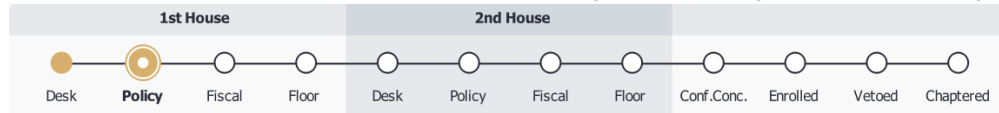


Location: 07/16/2025 - Senate Appropriations

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)

AB 351 (McKinnor, D) Campaign contributions: agency officers.

Status: 04/30/2025 - In committee: Set, second hearing. Failed passage. Reconsideration granted.



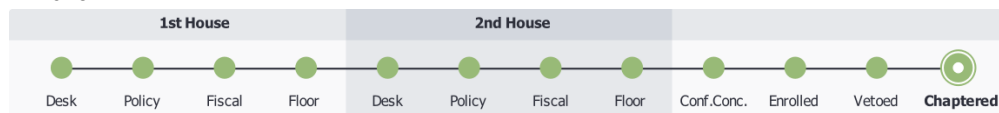
Location: 02/18/2025 - Assembly Elections

Summary: The Political Reform Act of 1974 prohibits an officer of an agency from accepting, soliciting, or directing a contribution of more than \$500 from any party, participant, or a party or participant's agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency and for 12 months following the date a final decision is rendered in the proceeding, if the officer knows or has reason to know that the participant has a financial interest, as defined. The act also prohibits an officer of an agency from making, participating in making, or in any way attempting to use the officer's official position to influence the decision in a proceeding involving a license, permit, or other entitlement for use pending before the agency if the officer has willfully or knowingly received a contribution of more than \$500 within the preceding 12 months from a party or a party's agent, or from any participant or a participant's agent, if the officer knows or has reason to know that the participant has a financial interest in the decision, as defined. This bill would increase the contribution thresholds described above from \$500 to \$1500. (Based on 01/30/2025 text)

AB 370 (Carrillo, D) California Public Records Act: cyberattacks.

Last Amended: 03/12/2025

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



Location: 07/14/2025 - Assembly CHAPTERED

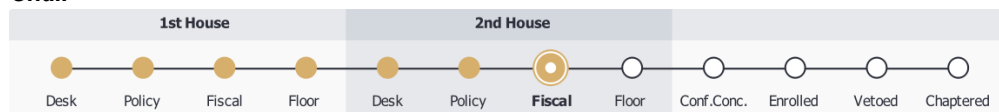
Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public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

AB 476 (González, Mark, D) Metal theft.

Last Amended: 07/16/2025

Status: 07/16/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



Location: 07/15/2025 - Senate Appropriations

Summary: Current law governs the business of buying, selling, and dealing in secondhand and used machinery and all ferrous and nonferrous scrap metals and alloys, also known as "junk." Current law requires junk dealers and recyclers to keep a written record of all sales and purchases made in the course of their business, including the place and date of each sale or purchase of junk and a description

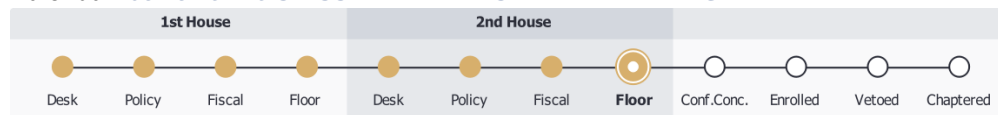
of the item or items, as specified. Current law requires the written record to include a statement indicating either that the seller of the junk is the owner of it, or the name of the person they obtained the junk from, as shown on a signed transfer document. Current law prohibits a junk dealer or recycler from providing payment for nonferrous materials until the junk dealer or recycler obtains a copy of a valid driver's license of the seller or other specified identification. This bill would require junk dealers and recyclers to include additional information in the written record, including the time and amount paid for each sale or purchase of junk made, and the name of the employee handling the transaction. The bill would revise the type of information required to be included in the description of the item or items of junk purchased or sold, as specified. The bill would require the statement referenced above indicating ownership or the name of the person from whom the seller obtained the junk from to be signed and would require the statement to include specified information, including the legal name, date of birth, and place of residence of the seller. (Based on 07/16/2025 text)

AB 596 (McKinnor, D) Occupational safety: face coverings.

Last Amended: 06/12/2025

Status: 06/24/2025 - Read second time. Ordered to third reading.

Calendar: [08/18/25 #75 S-ASSEMBLY BILLS - THIRD READING FILE](#)



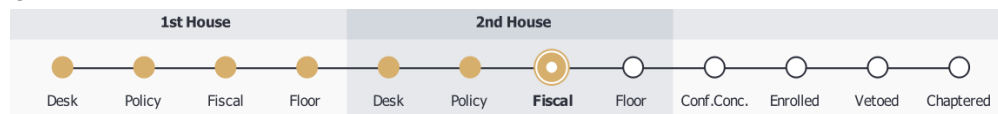
Location: 06/24/2025 - Senate THIRD READING

Summary: Until February 3, 2025, current regulations promulgated by the Occupational Safety and Health Standards Board, in all areas of employment except as specified, prohibit an employer from preventing any employee from wearing a face covering, including a respirator, as specified, unless it would create a safety hazard. Current regulations define various terms for purposes of this prohibition. This bill would prohibit an employer from preventing any employee from wearing a face covering, including a respirator, unless it would create a safety hazard. Notwithstanding that provision, the bill would authorize an employer, for identification purposes, to ask any person on the worksite to momentarily remove their face covering, as provided. Consistent with the above-referenced regulations, the bill would define terms for purposes of these provisions. Because a violation of the above-described prohibition constitutes a crime, this bill would impose a state-mandated local program. (Based on 06/12/2025 text)

AB 620 (Jackson, D) Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program: rental vehicles.

Status: 07/09/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (July 8). Re-referred to Com. on APPR.

Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



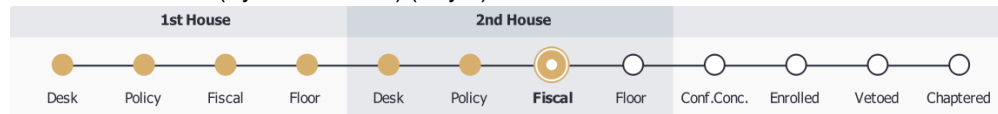
Location: 07/08/2025 - Senate Appropriations

Summary: Current law establishes the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program (program) within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. This bill, for any regulation adopted to develop or implement the program, or other regulations that are regarding the procurement or use of medium- and heavy-duty zero-emission vehicles by a public or private fleet, would require the state board to consider specified things, including, among other things, the environmental and supply chain benefits of renting medium- and heavy-duty zero-emission vehicles compared to procuring them. (Based on 02/13/2025 text)

AB 815 (Ortega, D) Vehicle insurance: vehicle classification.

Last Amended: 07/02/2025

Status: 07/10/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (July 9). Re-referred to Com. on APPR.

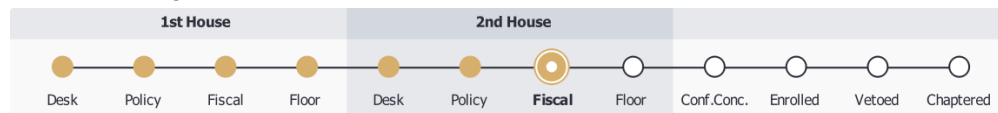


Location: 07/09/2025 - Senate Appropriations

Summary: Current law prohibits a motor vehicle, insured pursuant to a policy of automobile liability insurance, from being classified as a common carrier, livery, or for-hire vehicle solely for the reason that the named insured is performing volunteer services for a nonprofit charitable organization or governmental agency consisting of providing social service transportation, as defined. This bill, for purposes of insurance, would prohibit a motor vehicle, insured pursuant to a policy of automobile liability insurance, from being classified as a common carrier, commercial vehicle, for-hire vehicle, permissive use vehicle, or livery solely for the reason that the named insured is operating or using the insured motor vehicle to provide public social services, as defined, or social service transportation, as defined. (Based on 07/02/2025 text)

AB 889 (Hadwick, R) Prevailing wage: per diem wages.

Status: 07/09/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (July 9). Re-referred to Com. on APPR.



Location: 07/09/2025 - Senate Appropriations

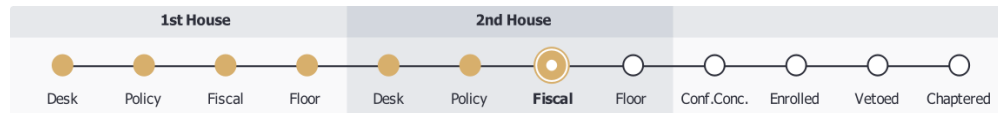
Summary: Current law requires workers employed on public works to be paid not less than the general prevailing rate of per diem wages for work of a similar character in the locality that the public work is performed, as prescribed, unless an exception applies. Current law requires the Director of the Department of Industrial Relations to determine 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. Under current law, per diem wages include certain employer payments made pursuant to a collective bargaining agreement or for a program or committee established under the federal Labor Management Cooperation Act of 1978, as specified. Current law provides that these payments are a credit against the obligation to pay the general prevailing rate of per diem wages. Current law requires the credit for employer payments to be computed on an annualized basis where the employer seeks credit for employer payments that are higher for public works projects than for private construction performed by the same employer, except under certain circumstances, including a determination by the director that annualization would not serve the purposes of the provisions relating to public works projects. This bill would remove that exception and revoke annualization exemptions authorized by the director prior to January 1, 2026. The bill would authorize an employer to take full credit for the hourly amounts contributed to defined contribution pension plans that provide for both immediate participation and immediate vesting even if the employer contributes at a lower rate or does not make contributions to private construction. The bill would require the employer to prove that the credit for employer payments was calculated properly. (Based on 02/19/2025 text)

AB 891 (Zbur, D) Transportation: Quick-Build Pilot Program.

Last Amended: 06/25/2025

Status: 08/13/2025 - In committee: Hearing postponed by committee.

Calendar: 08/25/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



Location: 07/08/2025 - Senate Appropriations

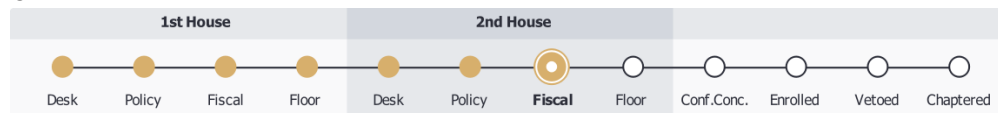
Summary: Would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the Department of Transportation, on or before December 31, 2027, to develop and publish guidance for the deployment 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)

AB 902 (Schultz, D) Transportation projects: barriers to wildlife movement.

Last Amended: 07/10/2025

Status: 07/10/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



Location: 07/08/2025 - Senate Appropriations

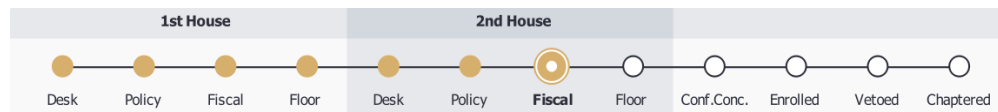
Summary: Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Current law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program. (Based on 07/10/2025 text)

AB 963 (Petrie-Norris, D) Public works: prevailing wages: access to records.

Last Amended: 07/17/2025

Status: 07/17/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



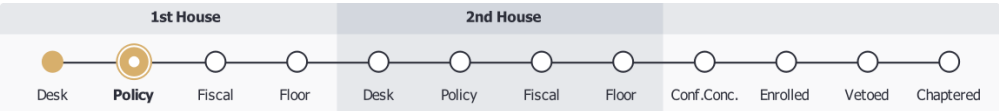
Location: 07/16/2025 - Senate Appropriations

Summary: Current law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a willful violation of this requirement. Current law defines "public works," for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Current law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law

regulating public works projects, including the payment of prevailing wages. Current law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Current law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual's name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual's full social security number, as specified. This bill would require an owner or developer, as defined, undertaking any public works project to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. (Based on 07/17/2025 text)

AB 1058 (Gonzalez, Jeff, R) Motor Vehicle Fuel Tax Law: suspension of tax.

Status: 03/10/2025 - Referred to Com. on TRANS.



Location: 03/10/2025 - Assembly Transportation

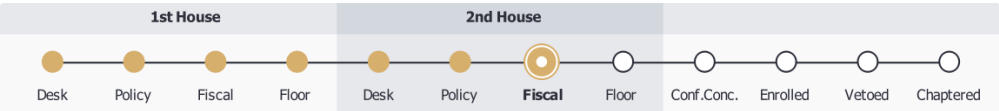
Summary: The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. (Based on 02/20/2025 text)

AB 1067 (Quirk-Silva, D) Public employees' retirement: felony convictions.

Last Amended: 07/15/2025

Status: 07/15/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



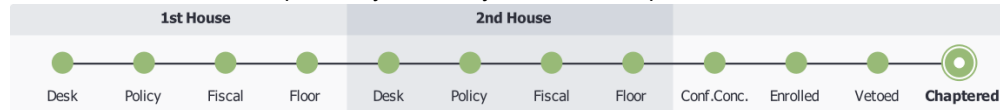
Location: 07/09/2025 - Senate Appropriations

Summary: The California Public Employees' Pension Reform Act of 2013 requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. Current law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Current law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public

employer that is investigating a public employee for misconduct arising out of or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to continue the investigation even if the public employee retires while under investigation, if the investigation indicates that the public employee may have committed a crime. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency and would then authorize the public employer to close the investigation. (Based on 07/15/2025 text)

AB 1141 (Lee, D) Alameda-Contra Costa Transit District: board of directors: election: compensation.

Status: 07/28/2025 - Chaptered by Secretary of State - Chapter 66, Statutes of 2025

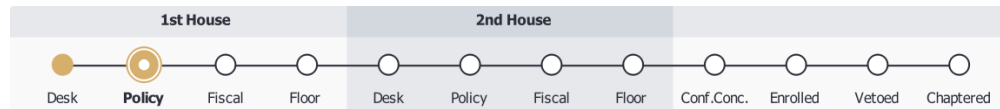


Location: 07/28/2025 - Assembly CHAPTERED

Summary: Existing law establishes procedures for the formation of the Alameda-Contra Costa Transit District and specifies the powers and duties of the transit district. Existing law vests the government of the district in a board of directors comprised of 7 directors, one from each ward, and 2 elected at large. Existing law requires a nomination paper for a candidate seeking election to a directorship to be signed by 50 voters, if seeking to be elected by ward, and by 100 voters, if seeking to be elected at large. Existing law provides 4-year terms for directors, as specified. Existing law contains obsolete requirements governing the term lengths for directors elected at the initial election following the formation of the district. This bill would eliminate directors at large and would instead require all 7 directors to be elected from wards. The bill would specify the terms of office for the directors elected at the November 3, 2026, and November 7, 2028, statewide general elections. The bill would repeal the obsolete provisions governing the initial election. To the extent this bill would increase the district's duties, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 07/28/2025 text)

AB 1268 (Macedo, R) Motor Vehicle Fuel Tax Law: adjustment suspension.

Status: 03/10/2025 - Referred to Com. on TRANS.



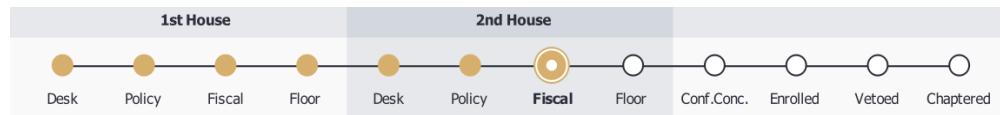
Location: 03/10/2025 - Assembly Transportation

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

AB 1285 (Committee on Emergency Management,) State Fire Marshal: lithium-ion battery facilities: guidance.

Status: 07/08/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (July 8). Re-referred to Com. on APPR.

Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



Location: 07/08/2025 - Senate Appropriations

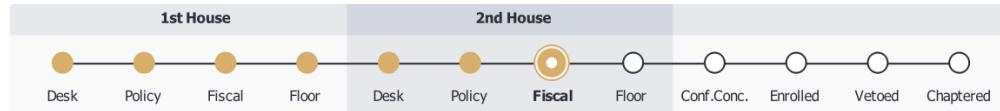
Summary: Would require the State Fire Marshal, in consultation with the Office of Emergency Services, to develop fire prevention, response, and recovery measures for utility grade lithium-ion battery storage facilities, as specified. (Based on 02/21/2025 text)

AB 1331 (Elhawary, D) Workplace surveillance.

Last Amended: 07/17/2025

Status: 07/17/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



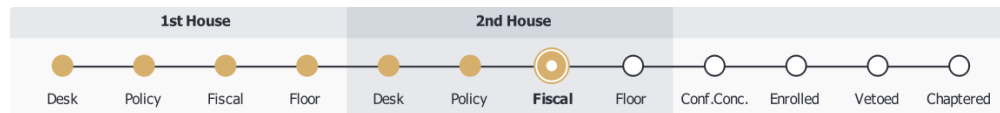
Location: 07/16/2025 - Senate Appropriations

Summary: 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 during off-duty hours, as specified. This bill would subject an employer who violates the bill to a civil penalty of \$500 per employee for each violation and would authorize a public prosecutor to bring specified enforcement actions. (Based on 07/17/2025 text)

AB 1341 (Hoover, R) Contractors: discipline: building law violations.

Last Amended: 07/02/2025

Status: 07/02/2025 - Read second time and amended. Re-referred to Com. on APPR.



Location: 06/30/2025 - Senate Appropriations

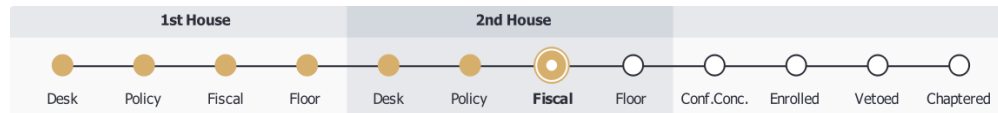
Summary: The Contractors State License Law establishes the Contractors State License Board to license and regulate contractors. This bill would specify that "building laws of the state" includes certain prohibitions related to the practice and unlicensed practice of architecture, landscape architecture, engineering, geology or geophysics, and land surveying, and, therefore, would also make a willful or deliberate disregard and violation of those specified prohibitions a cause for disciplinary action against a licensee. The bill would revise and recast the specified provisions relating to the business and practice of structural pest control to instead be included among the "building laws of the state." (Based on 07/02/2025 text)

AB 1423 (Irwin, D) Transportation electrification: electric vehicle charging stations: payment methods.

Last Amended: 07/10/2025

Status: 08/13/2025 - In committee: Hearing postponed by committee.

Calendar: 08/25/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

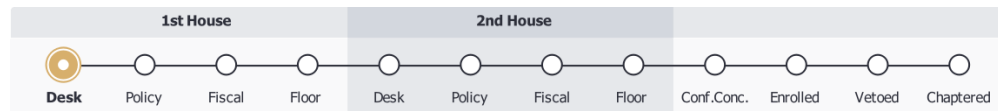


Location: 07/09/2025 - Senate Appropriations

Summary: Current law prohibits requiring a person desiring to use an electric vehicle charging station, as defined, that requires payment of a fee from paying a subscription fee in order to use the station, or requiring the person to obtain membership in any club, association, or organization as a condition of using the station. Current law authorizes an electric vehicle charging station to offer services on a subscription- or membership-only basis if the station allows nonsubscribers or nonmembers to use the station through a contactless payment method that accepts major credit and debit cards, as specified, and either an automated toll-free telephone number or a short message system (SMS) that provides the customer with the option to initiate a charging session and submit payment. Current law authorizes the State Energy Resources Conservation and Development Commission, by regulation that is effective no earlier than January 1, 2028, to add to or subtract from those required payment methods, as specified. This bill would instead authorize the commission to modify, add to, or subtract from those required payment methods, as appropriate in light of changing technologies or cost impacts. (Based on 07/10/2025 text)

ACA 1 (Valencia, D) Public finance.

Status: 01/29/2025 - Introduced measure version corrected.

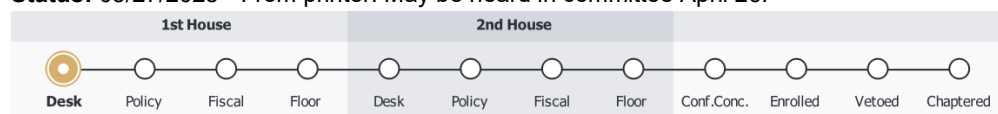


Location: 12/02/2024 - Assembly PRINT

Summary: The California Constitution prohibits the total annual appropriations subject to limitation of the State and of each local government from exceeding the appropriations limit of the entity of government for the prior year adjusted for the change in the cost of living and the change in population. The California Constitution defines "appropriations subject to limitation" of the State for these purposes. This measure would change the 1.5% required transfer to an undetermined percentage of the estimated amount of General Fund revenues for that fiscal year. The measure would change the 10% limit on the balance in the Budget Stabilization Account to 20% of the amount of the General Fund proceeds of taxes for the fiscal year estimate, as specified. The measure would specify that funds transferred under these provisions to the Budget Stabilization Account do not constitute appropriations subject to the above-described annual appropriations limit. (Based on 12/02/2024 text)

ACA 12 (Wallis, R) Road usage charges: vote and voter approval requirements.

Status: 03/27/2025 - From printer. May be heard in committee April 26.



Location: 03/26/2025 - Assembly PRINT

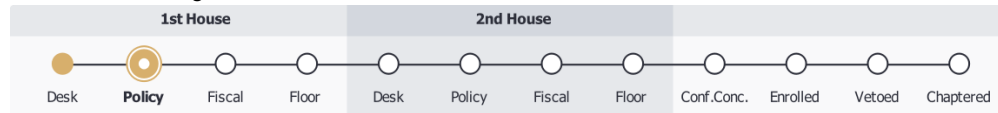
Summary: The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a "tax" as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective

date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement. (Based on 03/26/2025 text)

SB 2 (Jones, R) Low-carbon fuel standard: regulations.

Last Amended: 03/12/2025

Status: 03/19/2025 - March 19 set for first hearing. Failed passage in committee. (Ayes 3. Noes 2.) Reconsideration granted.



Location: 01/29/2025 - Senate Environmental Quality

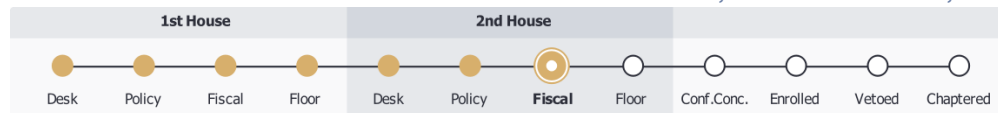
Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to 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, or as subsequently adopted, as specified. This bill would declare that it is to take effect immediately as an urgency statute. (Based on 03/12/2025 text)

SB 30 (Cortese, D) Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.

Last Amended: 07/16/2025

Status: 07/16/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



Location: 07/15/2025 - Assembly Appropriations

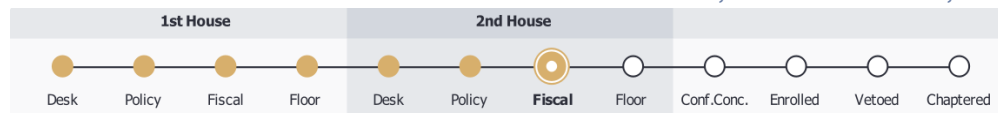
Summary: Would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring ownership of that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of the ownership of that equipment from the prohibition if the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives, the equipment produces emissions equivalent to any equipment within any of those federal categories, or the diesel engine is removed from the equipment, as specified. (Based on 07/16/2025 text)

SB 71 (Wiener, D) California Environmental Quality Act: exemptions: environmental leadership transit projects.

Last Amended: 07/17/2025

Status: 07/17/2025 - Assembly Rule 63 suspended. From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (July 14). Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



Location: 07/14/2025 - Assembly Appropriations

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation

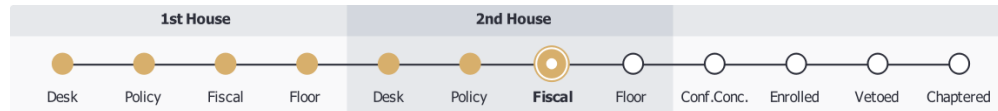
plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. (Based on 07/17/2025 text)

SB 78 (Sevarto, R) Department of Transportation: report: state highway system: safety enhancements.

Last Amended: 04/02/2025

Status: 07/08/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 16. Noes 0.) (July 7). Re-referred to Com. on APPR.

Calendar: 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



Location: 07/07/2025 - Assembly Appropriations

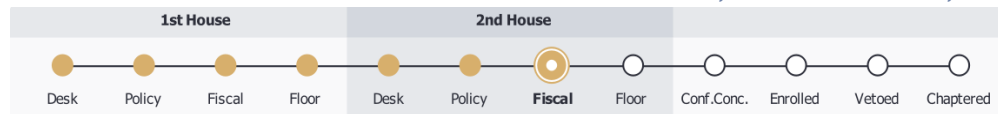
Summary: Would require the Department of Transportation to prepare a report to identify the types of safety enhancements that could be implemented on the state highway system, the common factors, if any, contributing to the delay in delivering those safety enhancements, and strategies to expedite safety enhancements on the state highway system. The bill would require the department to submit the report to the Legislature on or before January 1, 2027. (Based on 04/02/2025 text)

SB 79 (Wiener, D) Housing development: transit-oriented development.

Last Amended: 07/17/2025

Status: 07/17/2025 - Assembly Rule 63 suspended. From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (July 16). Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



Location: 07/17/2025 - Assembly Appropriations

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 specified land outside its boundaries, that contains certain mandatory elements, including a housing element. Current law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Current law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Current law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires each local government to revise its housing element in accordance with a specified schedule. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would establish requirements concerning height limits, density, and floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with

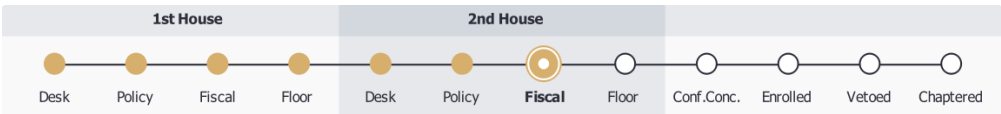
the applicable standards of these provisions shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. (Based on 07/17/2025 text)

SB 86 (McNerney, D) California Alternative Energy and Advanced Transportation Financing Authority Act: sales and use tax exclusion.

Last Amended: 07/16/2025

Status: 07/16/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



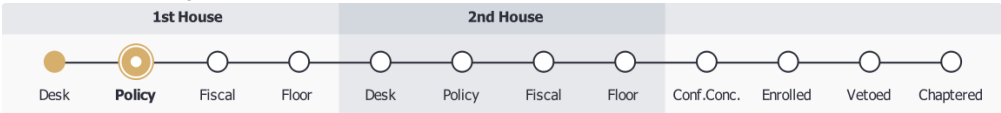
Location: 07/15/2025 - Assembly Appropriations

Summary: The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2026, the authority to provide financial assistance to a participating party by authorizing exclusions from sales and use tax for certain projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. The Sales and Use Tax Law, for the purposes of the taxes imposed pursuant to that law, until January 1, 2026, excludes the lease or transfer of title of tangible personal property constituting one of those projects to any contractor for use in the performance of a construction contract for a participating party that will use that property as an integral part of the approved project. This bill would extend to January 1, 2031, the authorization to provide financial assistance in the form of a sales and use tax exclusion for projects approved by the authority. The bill would add electrical generation facilities using nuclear fusion technology to the types of projects qualifying for this sales and use tax exclusion. (Based on 07/16/2025 text)

SB 94 (Strickland, R) Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.

Last Amended: 03/26/2025

Status: 04/23/2025 - April 23 set for first hearing. Failed passage in committee. (Ayes 1. Noes 4.)
Reconsideration granted.



Location: 04/03/2025 - Senate Environmental Quality

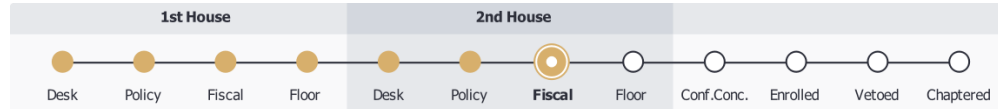
Summary: The California Global Warming Solutions Act of 2006 authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale 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, as specified. 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, and until December 31, 2030, would require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the Motor Vehicle Fuel Account. (Based on 03/26/2025 text)

SB 274 (Cervantes, D) Automated license plate recognition systems.

Last Amended: 07/17/2025

Status: 07/17/2025 - Assembly Rule 63 suspended. From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 4.) (July 16). Read second time and amended. Re-referred to Com. on APPR.

Calendar: *08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*



Location: 07/16/2025 - Assembly Appropriations

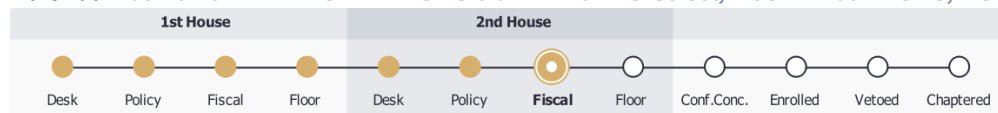
Summary: Current law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Current law defines ALPR information as information or data collected through the use of an ALPR system. This bill would provide that “public agency” does not include a transportation agency, as specified. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense. The bill would prohibit a public agency from retaining ALPR information for more than 60 days after the date of collection if it does not match information on an authorized hot list, as defined. (Based on 07/17/2025 text)

SB 358 (Becker, D) Mitigation Fee Act: mitigating vehicular traffic impacts.

Last Amended: 07/07/2025

Status: 07/07/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: *08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*



Location: 07/03/2025 - Assembly Appropriations

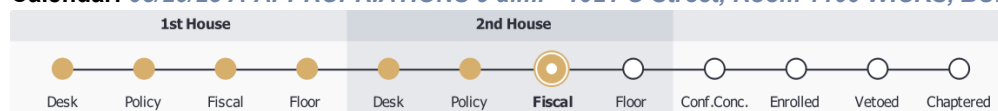
Summary: The Mitigation Fee Act imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for that fee, if the housing development satisfies all of certain prescribed characteristics, to reflect a lower rate of automobile trip generation associated with such housing developments in comparison with housing developments without the prescribed characteristics, unless the local agency adopts findings after a public hearing establishing that the housing development, even with those characteristics, would not generate fewer automobile trips than a housing development without those characteristics. This bill would require those findings to be supported by substantial evidence in the record before or as part of the housing development project approval process. (Based on 07/07/2025 text)

SB 359 (Niello, R) Use Fuel Tax Law: Diesel Fuel Tax Law: exempt bus operation.

Last Amended: 06/26/2025

Status: 07/15/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 14). Re-referred to Com. on APPR.

Calendar: *08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*



Location: 07/15/2025 - Assembly Appropriations

Summary: The Use Fuel Tax Law imposes a state excise tax at specified rates, generally \$0.18 per gallon, on the use of fuel, as defined, and establishes various exemptions from those taxes, including an

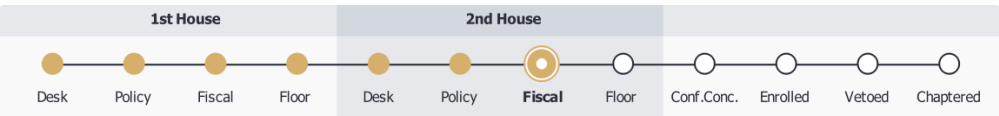
exemption for any transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided. (Based on 06/26/2025 text)

SB 544 (Laird, D) Railroad crossings: permit applications: review.

Last Amended: 07/14/2025

Status: 07/14/2025 - Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



Location: 07/09/2025 - Assembly Appropriations

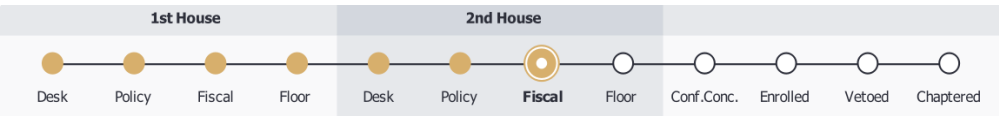
Summary: The Public Utilities Commission has the exclusive power to determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of railroad crossings. Current law prohibits the construction of a public road, highway, or street across the track of any railroad corporation at grade and other specified actions with regard to railroad crossings without the permission of the commission. This bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would require the commission to adopt an expedited review and approval process for ratesetting proceedings for an exempt railroad crossing application, as defined. The bill also would require the commission, upon initiating a ratesetting proceeding, to determine whether the proceeding is for an exempt railroad crossing application, and if so, to issue a proposed resolution pursuant to the expedited review and approval process. (Based on 07/14/2025 text)

SB 578 (Smallwood-Cuevas, D) California Workplace Outreach Program.

Last Amended: 05/23/2025

Status: 07/10/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (July 9). Re-referred to Com. on APPR.

Calendar: 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



Location: 07/09/2025 - Assembly Appropriations

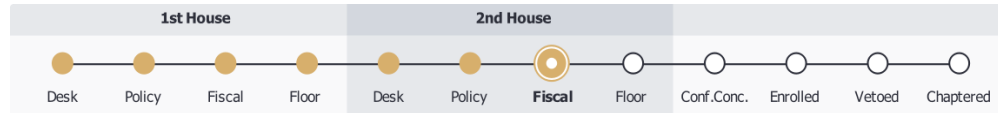
Summary: Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would, until January 1, 2031, require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application to qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights. This bill contains other related provisions. (Based on 05/23/2025 text)

SB 642 (Limón, D) Employment: payment of wages.

Last Amended: 05/23/2025

Status: 07/09/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (July 8). Re-referred to Com. on APPR.

Calendar: *08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*



Location: 07/08/2025 - Assembly Appropriations

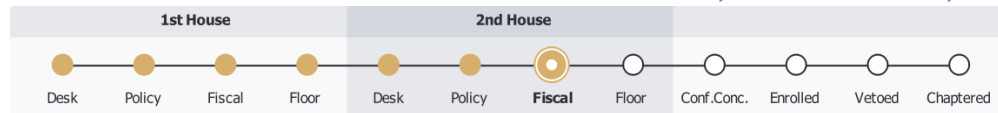
Summary: Current law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Current law defines “pay scale” as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of “pay scale” to mean an estimate of this expected wage range that an employer reasonably expects to pay for the position upon hire and is made in good faith. (Based on 05/23/2025 text)

SB 695 (Cortese, D) Transportation: climate resiliency: projects of statewide and regional significance.

Last Amended: 03/26/2025

Status: 07/08/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 16. Noes 0.) (July 7). Re-referred to Com. on APPR.

Calendar: *08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*



Location: 07/07/2025 - Assembly Appropriations

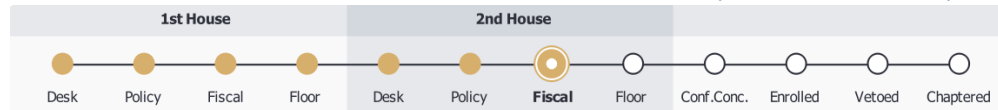
Summary: Current law establishes the State Transportation Infrastructure Climate Adaptation Program, administered by the Department of Transportation, for purposes of planning, developing, and implementing projects adapting state transportation infrastructure to climate change. Current law requires the department, in consultation with, among others, the Transportation Agency and the California Transportation Commission, to develop a program of its top priority climate adaptation projects and to submit projects in this program to the commission for adoption. Current law requires the department, in developing the program of projects, to consider specified criteria, including, but not limited to, the benefits of the project to preserving or enhancing regional or statewide mobility, economy, goods movement, and safety, and other benefits associated with protecting the asset. This bill would require the department, in consultation with the commission and the agency, and on or before July 1, 2026, and annually thereafter, to create a prioritized list of projects of statewide and regional significance, as defined, to better prepare the state for extreme weather-related events, with priority based on specified criteria. (Based on 03/26/2025 text)

SB 707 (Durazo, D) Open meetings: meeting and teleconference requirements.

Last Amended: 07/17/2025

Status: 07/17/2025 - Assembly Rule 63 suspended. From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (July 16). Read second time and amended. Re-referred to Com. on APPR.

Calendar: *08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*



Location: 07/17/2025 - Assembly Appropriations

Summary: (1)Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service

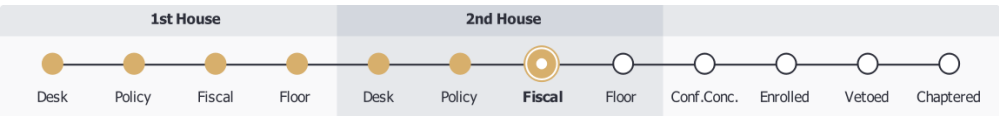
or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. (Based on 07/17/2025 text)

SB 827 (Gonzalez, D) Local agency officials: training.

Last Amended: 05/12/2025

Status: 07/17/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 16). Re-referred to Com. on APPR.

Calendar: 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



Location: 07/17/2025 - Assembly Appropriations

Summary: Existing law imposes ethics training on specified local agency officials. Existing law requires each training to be 2 hours and requires the officials to receive each training every 2 years, and as described otherwise, with the first training within one year of commencing service. Existing law requires the local agency to maintain records of the trainings, as prescribed. This bill would expand which local agency officials are required to complete the above-described ethics training to include department heads, or other similar administrative officers, and would instead require officials who commence service on or after January 1, 2026, to receive their initial training within 6 months of commencing service. The bill would require the local agency to publish the training records on its internet website, as specified. This bill contains other related provisions and other existing laws. (Based on 05/12/2025 text)

AMENDED IN ASSEMBLY JULY 9, 2025

AMENDED IN SENATE MAY 23, 2025

AMENDED IN SENATE APRIL 29, 2025

AMENDED IN SENATE MARCH 25, 2025

SENATE BILL

No. 63

Introduced by Senators Wiener and Arreguín
(~~Coauthor: Assembly Member Stefani~~)
(*Coauthors: Assembly Members Haney and Stefani*)

January 9, 2025

An act to add Title 7.85 (commencing with Section 67700) to, and to add and repeal Section 66513.5 of, the Government Code, and to amend Section 131102 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 63, as amended, Wiener. San Francisco Bay area: local revenue measure: transportation funding.

(1) Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services.

This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local

program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, *Corridor Joint Powers Board*, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency, *and other specified transit agencies* for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed.

By adding to the duties of local officials with respect to elections procedures for this bill on behalf of the district, the bill would impose a state-mandated local program.

(2) Existing law requires the commission to develop regional transit service objectives, develop performance measures of efficiency and effectiveness, specify uniform data requirements to assess public transit service benefits and costs, and formulate procedures for establishing regional transportation priorities in the allocation of funds for transportation purposes.

This bill would require the commission, upon the approval of a measure by the voters of the Transportation Revenue Measure District, to engage in a comprehensive independent third-party financial efficiency review of the ~~above-described transit operators receiving an allocation of the proceeds of the tax from the commission~~ *Alameda-Contra Costa Transit District, Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency*, and would require the independent third party contracted by the commission for this purpose to prepare a final report of the review. ~~After a one of these transit operator operators receives the final report, the bill would require the transit operator, as a condition of receiving those funds, to finalize an implementation plan that describes, among other things, efficiency measures the transit operator plans to take and to submit the implementation plan to the commission, as specified. The bill would also require those transit operators, as a~~

condition of receiving those funds, to comply with a maintenance of effort requirement, as specified.

The bill would also require ~~those transit operators to comply with other requirements as a condition of receiving those funds, including, among others, a maintenance of effort requirement and a requirement~~ *each transit operator that receives a distribution of funds directly from the commission to comply with the policies and programs adopted by the commission through its Regional Network Management framework,* as provided.

This bill would require the commission to submit a report to the Legislature on or before March 31, 2026, on its forecast of the impacts to ridership ~~on those transit operators~~ *the Alameda-Contra Costa Transit District, Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency* from planned transportation projects and strategies included in its adopted regional transportation plan.

By adding to the duties of the commission, the bill would impose a state-mandated local program.

(3) The Bay Area County Traffic and Transportation Funding Act authorizes the formation of county transportation authorities in each of the 9 bay area counties, and provides for the imposition of a retail transaction and use tax of either $\frac{1}{2}$ of 1% or 1%, subject to voter approval, with revenues to be used for various transportation purposes.

This bill would instead provide that a retail transaction and use tax imposed under those provisions in the County of San Mateo or the County of San Francisco may be imposed in $\frac{1}{8}$ of 1% increments up to 1%.

(4) This bill would declare that its provisions are severable.

(5) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares all of the
2 following:

3 (a) The San Francisco Bay area needs a world-class, reliable,
4 affordable, efficient, and connected transportation network that
5 meets the needs of bay area residents, businesses, and visitors
6 while also helping combat the climate crisis. The bay area's
7 regional and local public transportation networks are a critical
8 component of the overall transportation network.

9 (b) Public transportation is of regional and local benefit, serving
10 both regional and local trips for residents of all income levels.

11 (c) Preserving, improving, and expanding public transportation
12 to ensure a world-class public transportation network will enhance
13 access to opportunity, lower emissions of greenhouse gases,
14 strengthen the region's economy, support increased housing
15 production, and improve quality of life.

16 (d) To achieve that vision, the San Francisco Bay area needs a
17 public transit network that offers safe, clean, frequent, accessible,
18 easy-to-navigate, and reliable service that gets transit riders where
19 they want and need to go safely, affordably, quickly, and
20 seamlessly. The San Francisco Bay area also needs to prioritize
21 increasing ridership to ensure the region's transit network is
22 sustainable.

23 (e) Regional funding, increased coordination, financial
24 efficiency, and safety, cleanliness, and reliability reforms are
25 urgently needed to both preserve and improve public transportation
26 service.

27 SEC. 2. Section 66513.5 is added to the Government Code, to
28 read:

29 66513.5. (a) The commission shall submit a report to the
30 Legislature on or before March 31, 2026, on its forecast of the
31 impacts to ridership on the Alameda-Contra Costa Transit District,
32 the Peninsula ~~Rail Transit District~~, *Corridor Joint Powers Board*,
33 the San Francisco Bay Area Rapid Transit District, and the San
34 Francisco Municipal Transportation Agency from planned
35 transportation projects and strategies included in its adopted
36 regional transportation plan, with an emphasis on rail connectivity
37 projects that may increase ridership, reduce operating costs, or
38 help with enhanced mobility.

1 (b) (1) A report to be submitted pursuant to subdivision (a)
2 shall be submitted in compliance with Section 9795.

3 (2) Pursuant to Section 10231.5, this section is inoperative on
4 March 31, 2030, and, as of January 1, 2031, is repealed.

5 SEC. 3. Title 7.85 (commencing with Section 67700) is added
6 to the Government Code, to read:

7
8 TITLE 7.85. SAN FRANCISCO BAY AREA REGIONAL
9 TRANSPORTATION FINANCE

10
11 PART 1. FORMATION OF THE TRANSPORTATION
12 REVENUE MEASURE DISTRICT

13
14 CHAPTER 1. GENERAL PROVISIONS

15
16 67700. For purposes of this title, the following definitions
17 apply:

18 (a) “AC Transit” means the Alameda-Contra Costa Transit
19 District.

20 (b) “BART” means the San Francisco Bay Area Rapid Transit
21 District.

22 (c) “Board” means the governing board of the Transportation
23 Revenue Measure District.

24 (d) “Caltrain” means the Peninsula ~~Rail Transit District~~.
25 *Corridor Joint Powers Board*.

26 (e) “Commission” means the Metropolitan Transportation
27 Commission.

28 (f) “District” means the Transportation Revenue Measure
29 District.

30 (g) “Muni” means the San Francisco Municipal Transportation
31 Agency.

32
33 CHAPTER 2. THE TRANSPORTATION REVENUE MEASURE
34 DISTRICT AND GOVERNING BOARD

35
36 67710. (a) The Transportation Revenue Measure District is
37 hereby established with jurisdiction extending throughout the
38 territorial boundaries of the Counties of Alameda and Contra Costa
39 and the City and County of San Francisco.

(b) The district shall be governed by the same board that governs the commission. The district shall be a separate legal entity from the commission.

(c) The formation and jurisdictional boundaries of the district are not subject to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Division 3 (commencing with Section 56000) of Title 5).

(d) The district shall be staffed by the existing staff of the commission or any successor agency, with the understanding that additional staff may be needed to administer the requirements of this title.

67711. (a) It is the intent of the Legislature to afford the Counties of San Mateo and Santa Clara the opportunity to opt into the district by August 11, 2025. The opt-in of one or both of these counties into the district would entail the entirety of one or both of these counties, respectively, being included within the geography of the district.

(b) It is the preference of the Legislature for the County of San Mateo to opt into the district.

PART 2. TRANSACTIONS AND USE TAXES

CHAPTER 1. RETAIL TRANSACTIONS AND USE TAX AUTHORIZATION

67730. (a) The board may impose a retail transactions and use tax ordinance applicable to the entire district if the electors voting on the measure vote to approve its imposition at the election described in Section 67734 in accordance with this title and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code.

(b) The board, in the ordinance, shall do all of the following:

(1) State the nature of the tax to be imposed.

(2) Provide the tax rate or the maximum tax rate, which shall be one-half of 1 percent in each county except in the City and County of San Francisco. The tax rate in the City and County of San Francisco shall be set at no less than one-half of 1 percent and no more than 1 percent, in $\frac{1}{8}$ percent increments.

1 (3) Specify the period during which the tax will be imposed.
2 The duration of the tax shall be no less than 10 years and no longer
3 than 15 years.

4 (4) Specify the purposes for which the revenue derived from
5 the tax will be used, consistent with Chapter 3 (commencing with
6 Section 67750).

7 (c) Notwithstanding Section 7251.1 of the Revenue and Taxation
8 Code, the tax rate authorized pursuant to this title shall not be
9 considered for purposes of the combined rate limit established by
10 Section 7251.1 of the Revenue and Taxation Code.

11 (d) A transactions and use tax ordinance adopted pursuant to
12 this title shall be operative on January 1, 2027.

13 (e) Before the operative date of the ordinance, the board shall
14 contract with the California Department of Tax and Fee
15 Administration to perform all functions incidental to the
16 administration and operation of the ordinance.

17 67731. It is the intent of the Legislature to determine, by August
18 11, 2025, the exact tax rate, including potential variable rates in
19 different counties within the district, and the exact duration of the
20 tax, through continued discussions with stakeholders.

21 67732. (a) Notwithstanding Section 9300 of the Elections
22 Code or any other law, the taxes authorized by Section 67730 may
23 also be imposed by a qualified voter initiative pursuant to Chapter
24 4 (commencing with Section 9300) of Division 9 of the Elections
25 Code if the electors voting on the measure vote to approve its
26 imposition at the election described in Section 67734 in accordance
27 with the requirements of this title and Part 1.6 (commencing with
28 Section 7251) of Division 2 of the Revenue and Taxation Code.

29 (b) In addition to the procedures set forth in Chapter 4
30 (commencing with Section 9300) of Division 9 of the Elections
31 Code, if an ordinance containing a tax authorized by this title is
32 proposed by an initiative petition, the initiative shall comply with
33 all of the requirements applicable to a tax imposed by the board
34 pursuant to this title, including the requirement that the proceeds
35 of the tax be expended pursuant to Chapter 3 (commencing with
36 Section 67750).

37 67734. A tax proposed pursuant to this title may only be placed
38 on the ballot for the November 3, 2026, statewide general election
39 and shall be submitted to the voters of the entire district in
40 accordance with Chapter 2 (commencing with Section 67740).

CHAPTER 2. ELECTION PROCEDURES

67740. (a) If the board of the district or a qualified voter initiative proposes a measure for the approval of a tax ordinance adopted pursuant to Chapter 1 (commencing with Section 67730), the board of supervisors for each of the counties that comprise the district shall call a special election on the tax ordinance. The special election shall be consolidated with the November 3, 2026, statewide general election and the tax ordinance shall be submitted to the voters of each county comprising the district.

(b) For the purpose of the placement of a tax ordinance on the ballot, the Transportation Revenue Measure District is a “district,” as defined in Section 317 of the Elections Code. A measure proposed by the board that requires voter approval or a qualified initiative measure proposed for the district by the voters of the counties comprising the district shall be submitted to the voters of the counties that are contained in the district, in accordance with the provisions of the Elections Code applicable to districts, including Chapter 4 (commencing with Section 9300) of Division 9 of the Elections Code.

(c) Notwithstanding any provision of the Elections Code, the legal counsel for the district shall prepare an impartial analysis of the measure. Each county included in the district shall use the election materials provided by the district, including the exact ballot question, impartial analysis, and full text of the ballot measure for inclusion in the county voter information guide.

(d) If two or more counties included in the measure are required to prepare a translation of ballot materials into the same language other than English, the county that contains the largest population, as determined by the most recent federal decennial census, among those counties that are required to prepare a translation of ballot materials into the same language other than English, shall prepare the translation or authorize the commission to prepare the translation, and that translation shall be used by the other county or counties, as applicable.

(e) Notwithstanding Section 13116 of the Elections Code, the elections officials of the counties where the measure will appear on the ballot shall mutually agree to use the same letter designation for the measure.

(f) The county clerk of each county shall report the results of the special election to the commission. If the approval threshold required by the California Constitution at the time of the election is achieved, the measure shall take effect in the district in accordance with the requirements of this title.

(g) (1) Notwithstanding Section 10520 of the Elections Code, the commission shall reimburse each county that comprises the district from funds made available pursuant to Section 67750 only for the incremental costs incurred by the county elections official related to submitting the measure to the voters with proceeds from the measure, or if the measure fails, with any eligible funds provided by the commission or other public or private entity.

(2) For purposes of this subdivision, “incremental costs” includes both of the following:

(A) The cost to prepare a translation of ballot materials into a language other than English by any county, as described in subdivision (d).

(B) The additional costs that exceed the costs incurred for other election races or ballot measures, if any, appearing on the same ballot in each county in which the measure appears on the ballot, including both of the following:

(i) The printing and mailing of ballot materials.

(ii) The canvass of the vote regarding the measure pursuant to Division 15 (commencing with Section 15000) of the Elections Code.

CHAPTER 3. REGIONAL TRANSPORTATION REVENUE MEASURE EXPENDITURES

67750. The board shall allocate revenues generated pursuant to Chapter 2 (commencing with Section 67740) on an annual basis as follows:

(a) The board shall pay the administrative costs associated with the collection of the revenues incurred by the California Department of Tax and Fee Administration pursuant to the contract entered into pursuant to Section 67730, and the amounts necessary for the commission to reimburse the one-time costs incurred by county elections officials, as provided in subdivision (g) of Section 67740.

(b) After the amounts allocated in subdivision (a), the board may retain up to 1 percent of total revenues for the administration of this title. If the board retains more money than is necessary for administration, the board may direct those excess funds to the commission for allocation pursuant to subparagraph (E) of paragraph (1) of subdivision (c).

(c) (1) After the amounts allocated in subdivisions (a) and (b), the board shall allocate revenues to the commission in the amount determined pursuant to paragraph (2). The commission shall allocate those revenues to the following entities for the following purposes in accordance with Chapter 4 (commencing with Section 67760) and Chapter 5 (commencing with Section 67770):

(A) AC Transit, exclusively for transit operations expenses.

(B) BART, exclusively for transit operations expenses.

(C) Caltrain, exclusively for transit operations expenses.

(D) *Contra Costa County Transit Authority (County Connection)*, exclusively for transit operations expenses.

(E) *Eastern Contra Costa Transit Authority (Tri Delta Transit)*, exclusively for transit operations expenses.

(F) *Livermore Amador Valley Transit Authority (LAVTA)*, exclusively for transit operations expenses.

~~(D)~~

(G) Muni, exclusively for transit operations expenses.

(H) *San Francisco Bay Area Water Emergency Transportation Authority*, exclusively for transit operations.

(I) *Union City Transit*, exclusively for transit operations expenses.

(J) *Western Contra Costa Transit Authority (WestCAT)*, exclusively for transit operations expenses.

~~(E)~~

(K) Up to ~~10~~ 5 percent of the revenues to the commission, exclusively for initiatives included in the 2021 Bay Area Transit Transformation Action Plan (T-TAP), or any successor plan adopted by the commission.

(2) It is the intent of the Legislature to establish specific levels of funding for the board to allocate to the commission and for the commission to allocate to the entities specified in paragraph (1) by August 11, 2025.

(d) ~~(4)~~ After the amounts allocated in subdivisions (a) to (c), inclusive, the board shall subvene all remaining funds directly to

1 the counties contained in the district for public transportation
2 expenses. The board shall have no discretion to withhold those
3 funds.

4 ~~(2) Eligible recipients of funds provided by counties from funds~~
5 ~~allocated pursuant to paragraph (1) include, but are not limited to,~~
6 ~~all of the following:~~

7 ~~(A) Contra Costa County Transit Authority (County~~
8 ~~Connection):~~

9 ~~(B) Eastern Contra Costa Transit Authority (Tri Delta Transit):~~

10 ~~(C) Livermore Amador Valley Transit Authority (LAVTA):~~

11 ~~(D) Union City Transit:~~

12 ~~(E) Western Contra Costa Transit Authority (WestCAT):~~

13 67752. In allocating funds pursuant to this chapter, it is the
14 intent of the Legislature that the commission not supplant funding
15 from regularly programmed discretionary revenue sources available
16 to the commission that would have otherwise been directed to
17 projects, programs, or services that directly benefit the Counties
18 of Alameda or Contra Costa or the City and County of San
19 Francisco, nor increase the level of those regularly programmed
20 discretionary sources that are allocated to counties that are not
21 contained in the district as a result of the approval of the measure
22 pursuant to this title.

23 67754. If the voters approve a tax ordinance pursuant to this
24 title, the district shall establish an independent oversight committee
25 within six months of the effective date of the tax increase to ensure
26 that any revenues generated pursuant to this title are expended
27 consistent with the applicable requirements set forth in this chapter.
28 The committee may be consolidated with the oversight committee
29 established pursuant to subdivision (h) of Section 30923 of the
30 Streets and Highways Code. Each representative shall be appointed
31 by the applicable county board of supervisors. The oversight
32 committee may request any documents from the commission to
33 assist the committee in performing its functions.

34
35 CHAPTER 4. FINANCIAL TRANSPARENCY AND REVIEW

36
37 67760. (a) The Legislature finds and declares that financial
38 efficiency and transparency are imperative to build public
39 confidence and support for public transportation.

1 (b) In enacting this title, it is the intent of the Legislature to
2 ensure that the public is aware of actions taken by AC Transit,
3 BART, Caltrain, and Muni to reduce expenses in the face of major
4 deficits, along with additional identified opportunities for
5 service-neutral cost efficiencies.

6 67762. (a) Upon the approval of a measure by the voters of
7 the district pursuant to this title, the commission shall engage in
8 a comprehensive independent third-party financial efficiency
9 review of AC Transit, BART, Caltrain, and Muni.

10 (b) The review shall identify a menu of cost-saving efficiencies
11 that, if implemented, would reduce one-time and ongoing fixed
12 and variable costs for the transit operators subject to the review.

13 (c) The scope of the review shall include administrative,
14 operating, and capital costs and shall clearly distinguish between
15 cost-saving options that would not impact service and cost-saving
16 options that would require service realignments or reductions.

17 (d) The scope of the review shall also apply to initiatives
18 included in the 2021 Bay Area Transit Transformation Action Plan
19 or any successor plan adopted by the commission and associated
20 supporting programs administered by the commission, such as the
21 Clipper program.

22 67764. (a) The commission shall contract and manage an
23 independent third party to conduct the review, in consultation with
24 a select committee established by the commission that consists of
25 all of the following:

26 (1) Members of the commission.

27 (2) A state representative.

28 (3) Transit operator representatives from the operators subject
29 to the review.

30 (4) Representatives from the transit labor, advocacy, and
31 business communities.

32 (b) Upon completion of the review, the independent third party
33 shall transmit a final report to the select committee established by
34 the commission, to the Legislature, in compliance with Section
35 9795, and to the transit operators subject to the review.

36 67766. (a) Within ____ months after a transit operator subject
37 to the review receives the report, the transit operator shall finalize
38 an implementation plan that describes all efficiency measures the
39 transit operator has already taken since January 1, 2020, associated
40 cost savings, and all subsequent efficiency measures the transit

1 operator plans to take and shall submit this plan to the commission
2 by ____, as a condition of continuing to receive funds from the
3 commission pursuant to Chapter 3 (commencing with Section
4 67750).

5 (b) The commission shall accept each plan submitted pursuant
6 to subdivision (a) and transmit it to the Legislature, in compliance
7 with Section 9795, the Transportation Agency, and the counties
8 that have a funding relationship with at least one of the transit
9 operators subject to the review.

10 67767. It is the intent of the Legislature to determine the timing
11 of the required actions outlined in this chapter through further
12 discussion with transit stakeholders.

13 67768. (a) (1) In order to be eligible for funding pursuant to
14 Chapter 3 (commencing with Section 67750), a transit operator
15 subject to the review required by this chapter shall verify to the
16 commission that it will maintain its expected level of funding for
17 operations and shall not supplant any sources of operating revenue
18 under its control or fund sources allocated by the commission that
19 were used for transit operations in the preceding three fiscal years.

20 (2) The expected level of funding for purposes of paragraph
21 (1), which shall be referred to as the maintenance of effort, shall
22 be calculated using the operator's average discretionary operating
23 expenditures for the preceding three fiscal years, two years in
24 arrears as reported to the Controller in its annual report submitted
25 pursuant to Section 99243 of the Public Utilities Code.

26 (b) Notwithstanding subdivision (a), a transit operator subject
27 to the review required by this chapter may reduce the amount of
28 funding contributed towards its operating budget in proportion to
29 any reduction in operating costs or reduction in operating revenue
30 based on factors outside the control of the operator, including, but
31 not limited to, the expiration of a voter-approved revenue source
32 or the determination based on a statistically valid poll that an
33 expiring ballot measure lacks sufficient support to warrant
34 placement on the ballot.

35 (c) A transit operator may request that the commission grant an
36 exception to the requirements of this section for the purpose of
37 transferring operating funds to state of good repair needs for assets
38 owned and operated by the operator or to cover the cost of
39 compliance with a state or federal law or regulation.

CHAPTER 5. REGIONAL NETWORK MANAGEMENT
ACCOUNTABILITY

67770. (a) The Legislature finds and declares all of the following:

(1) In 2024, the Transportation Revenue Measure Select Committee established by the commission in 2024 agreed on various transit agency accountability policy recommendations for a transportation revenue measure. Specifically, the select committee approved a recommendation for new revenue from a measure to be conditioned on transit operators complying with transit transformation policies adopted through the Regional Network Management framework.

(2) As of March 2025, the commission adopted policies and programs through an established regional network management framework.

(b) (1) It is the intent of the Legislature, in enacting this title, to encourage the commission to continue acting in its role as Regional Network Manager.

(2) It is the further intent of the Legislature that the conditioning of funds prescribed by this chapter on regional network management policies and programs be based on the central goal of increasing transit ridership by improving the customer experience of riding public transit in the San Francisco Bay area and creating a seamless transit experience.

67772. (a) Notwithstanding any other law, each transit operator that the commission directly distributes funds to pursuant to Chapter 3 (commencing with Section 67750) shall comply with the policies and programs adopted by the commission through its Regional Network Management framework in order to fulfill initiatives included in the 2021 Bay Area Transit Transformation Action Plan or successor plan adopted by the commission, as a condition of receiving those funds.

(b) Nothing in this chapter authorizes the commission to do any of the following:

(1) Restrict a transit operator's access to funds not allocated by the commission.

(2) Require a transit operator to implement policies or programs that would impede or interfere with its ability to comply with any legal obligations in transit labor contracts.

1 (3) Restrict the use of a transit operator's logo outside the scope
2 of the commission's regional mapping and wayfinding standards.

3 (4) Require that a transit operator modify the schedule or route
4 of a specific local route that the transit agency and commission do
5 not identify as primarily serving regional transit service.

6 (c) The commission shall not require a transit operator described
7 in subdivision (a) to be subject to a one-time or ongoing policy,
8 or to make a one-time or ongoing expenditure, pursuant to this
9 chapter if the transit operator adopts a finding that the policy or
10 expenditure would require the agency to take an action that the
11 agency determines to be unacceptable with respect to its impact
12 on transit service, staffing, maintenance, or other specified
13 operational or state of good repair considerations.

14 (d) Before adopting a finding pursuant to subdivision (c), a
15 transit operator shall conduct an assessment that takes into
16 consideration all funding anticipated to be available to the transit
17 operator in the next fiscal year, including, but not limited to, any
18 discretionary funding that the commission identifies to help offset
19 the cost of the proposed expenditure or policy, any growth in fare
20 revenue anticipated as a result of the expenditure or policy, and
21 potential adjustments to fares or fare policies the agency could
22 make to increase revenue. The transit operator shall develop the
23 assessment in consultation with staff from the commission and
24 shall present it to the commission at a public meeting before
25 adopting a finding pursuant to subdivision (c).

26 (e) In implementing this section, each transit operator subject
27 to this chapter shall fulfill all applicable requirements under Title
28 VI of the federal Civil Rights Act of 1964 (Public Law 88-352)
29 regarding service and fare changes.

30 (f) The commission shall submit a report to the Legislature on
31 or before January 1, 2028, and each year thereafter, on the status
32 of the outcomes described in this section and the status of transit
33 ridership in the region, as defined in Section 66502. The
34 commission shall submit the annual report to the Legislature in
35 compliance with Section 9795. The commission shall also post
36 the annual report on its internet website.

CHAPTER 6. APPLICABILITY

67780. The provisions of this title shall only apply to the counties and city and county identified pursuant to Section 67710.

SEC. 4. Section 131102 of the Public Utilities Code is amended to read:

131102. (a) (1) A retail transactions and use tax ordinance for a tax of either one-half of 1 percent or 1 percent applicable in the incorporated and unincorporated territory of a county, except for the counties described in paragraph (2), may be imposed by a county transportation authority or the commission in the manner prescribed in Section 131103 and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, if two-thirds of the electors voting on the measure vote to approve its imposition at an election which shall be called for this purpose by the board of supervisors within one year after the adoption of a county transportation expenditure plan.

(2) A retail transactions and use tax ordinance for a tax of up to 1 percent, in any combination of $\frac{1}{8}$ percent increments, applicable in the incorporated and unincorporated territory of the County of San Mateo or the City and County of San Francisco may be imposed by the applicable county transportation authority or the commission in the manner prescribed in Section 131103 and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, if two-thirds of the electors voting on the measure vote to approve its imposition at an election which shall be called for this purpose by the board of supervisors within one year after the adoption of a county transportation expenditure plan.

(b) The ordinance shall take effect at the close of the polls on the day of the election at which the proposition, as set forth in Section 131108, is adopted. The ordinance shall specify the period, as determined by the adopted county transportation expenditure plan during which the tax will be imposed. The tax may be terminated earlier if the projects in the adopted plan are completed and any bonds outstanding issued pursuant to this division are redeemed.

SEC. 5. The provisions of this act are severable. If any provision of this act or its application is held invalid, that invalidity

1 shall not affect other provisions or applications that can be given
2 effect without the invalid provision or application.

3 SEC. 6. If the Commission on State Mandates determines that
4 this act contains costs mandated by the state, reimbursement to
5 local agencies and school districts for those costs shall be made
6 pursuant to Part 7 (commencing with Section 17500) of Division
7 4 of Title 2 of the Government Code.

O