ATTACHMENT A

2025 END OF YEAR LEGISLATIVE REPORT

LEGISLATION ENACTED

I. Audits, Records, Reports, and Litigation

SB 580 (Durazo, D-Los Angeles): Attorney General: immigration enforcement policies.
(Chapter 580, Statutes of 2025)
SB 580 requires the Attorney General to develop and publish new statewide model policies governing interactions between state and local agencies and federal immigration authorities. The policies, due by July 1, 2026, must be consistent with federal and state law and are intended to limit cooperation with immigration enforcement to the fullest extent possible. By January 1, 2027, all state and local agencies must implement these model policies or adopt equivalent policies. The bill also requires the Attorney General to issue guidance, audit criteria, and training recommendations for databases operated or managed by state and local agencies to ensure that information within those systems is not used for immigration enforcement purposes, except as required by law.

SB 827 (Gonzalez, D-Long Beach): Local agency officials: training.
(Chapter 661, Statutes of 2025)
SB 827 expands mandatory ethics training requirements for local agency officials to include department heads and similar administrative officers. The bill shortens the deadline for newly appointed officials, starting January 1, 2026, to complete their first ethics training from one year to six months. It also requires agencies to post online information on how to request training records. In addition, the bill establishes a new requirement that all local agency officials receive at least two hours of fiscal and financial training every two years. This training must cover topics such as budgeting, auditing, debt management, and safeguarding public funds. Agencies may partner with professional providers or associations to deliver training and must maintain participation records for at least five years.

II. Environment, Resiliency, and Adaptation

AB 996 (Pellerin, D-San Jose): Public Resources: sea level rise plans.
(Chapter 286, Statutes of 2025)
AB 996 refines implementation of California's sea level rise planning requirements for local governments within the coastal zone or under the jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC). The bill allows the California Coastal Commission (CCC) or BCDC to accept existing sea level rise information or plans previously prepared by local governments to meet all or part of the required content for a sea level rise plan, avoiding duplication of effort. It also encourages local governments to engage in voluntary early consultation with the CCC by January 1, 2029, to ensure local

coastal programs or amendments are complete and ready for review before the 2034 compliance deadline.

AB 1207 (Irwin, D-Thousand Oaks): Climate change: market-based compliance mechanism: extension.
(Chapter 117, Statutes of 2025)
AB 1207 extends California's cap-and-trade system, formally rebranded as the cap-and-invest program, through 2045. The bill creates the California Climate Mitigation Fund, which will receive proceeds from the sale of additional allowances offered at the program's "price ceiling." These funds will be used for household rebates and investments aimed at reducing energy costs. It also strengthens California Air Resources Board (CARB)'s oversight by requiring regular legislative reporting, scoping plan updates, and progress assessments on emissions targets.

Urgency Bill – Effective Immediately

AB 1319 (Schultz, D-Burbank): Protected species: California Endangered Species Act.
(Chapter 638, Statutes of 2025)
AB 1319 strengthens state protections for endangered species and wildlife. It makes it unlawful in California to import, export, transport, sell, or purchase any fish, wildlife, or plant taken or sold in violation of federal or other state laws, with penalties of up to $50,000 and forfeiture of seized materials. The bill also directs the CDFW to automatically add species to a list of "provisional candidate species" if the federal government decreases protections under CESA, ensuring California maintains comparable safeguards. These provisions remain in effect until January 1, 2032.

SB 71 (Wiener, D-San Francisco): California Environmental Quality Act: exemptions: transit projects.
(Chapter 742, Statutes of 2025)
SB 71 extends and refines existing CEQA exemptions for certain public transit, active transportation, and passenger rail projects. Current law provides these exemptions until January 1, 2030; SB 71 would extend them until January 1, 2040, with a sunset date of January 1, 2032, for projects serving low-emission rather than fully zero-emission vehicles. The bill broadens eligibility to include maintenance activities for passenger rail service improvements and prohibits the use of Tier 4 locomotives in projects located in air basins classified as serious, severe, or extreme nonattainment areas. To qualify for an exemption, projects must be located within existing public rights-of-way, avoid adding automobile capacity, and comply with requirements related to project cost thresholds, public meetings, labor standards, and housing protections. SB 71 clarifies that project cost thresholds are based on the engineer's estimate at the time of approval, not the total project cost, and authorizes the Office of Land Use and Climate Innovation to adjust these thresholds according to inflation. It also requires that the governing body approve the use of the exemption in a public meeting, ensuring greater transparency, while preserving the option for agencies to pursue the standard CEQA process if desired.

SB 695 (Cortese, D-San Jose): Transportation: climate resiliency: projects of statewide and regional significance.
(Chapter 781, Statutes of 2025)
SB 695 requires the California Department of Transportation (Caltrans) in consultation with the California Transportation Commission and the California State Transportation Agency (CalSTA), to identify and prioritize projects of statewide and regional significance that improve the state's resilience to climate-related and natural disasters. Beginning July 1, 2026, and every year thereafter, Caltrans must develop a prioritized list of highway projects that enhance safety, strengthen climate adaptation, and support the economy.

Projects will receive higher priority if they provide multiple benefits, such as improving goods movement, enhancing public safety, increasing climate resilience (e.g., flood or wildfire mitigation), or supporting electrical grid reliability. Caltrans must submit an annual report to the Legislature by January 1, 2027, detailing the prioritized project list.

SB 840 (Limon, D-Santa Barbara): Greenhouse gases: Greenhouse Gas Reduction Fund: studies.
(Chapter 121, Statutes of 2025)
As part of reauthorizing the State's Cap-and-Invest program, effective January 1, 2026, SB 840 replaces percentage-based distributions from the Greenhouse Gas Reduction Fund (GGRF) with set annual Budget Act appropriations guided by a tiered priority structure. To implement this shift, SB 840 establishes an annual expenditure plan that will be appropriated in three tiers:

- Tier 1 ($233 million) is funded first and includes one-time appropriations for the following:
  - To replace funding State Responsibility Area fire prevention fee – $90 million
  - For the Green Manufacturing Program – $140 million
  - To establish a Legislative Counsel Climate Bureau – $3 million
- Tier 2 ($2.0 billion) includes:
  - High-Speed Rail – $1.0 billion to support the Initial Operating Segment and Phase I Blended System identified in the 2012 Business Plan. Funding may be used for property acquisition and construction, environmental review and design, other capital costs such as track, stations, and systems, and repayment of prior project loans.
  - Legislature Discretionary – $1.0 billion, which for FY 2026-27 includes:
    - Transit Passes – $125 million
    - Seed funding for a University of California Climate Research Center – $25 million
    - Rebuilding of Topanga Park – $15 million
    - For an entity chosen by the Legislature to support climate technology innovation and research – $85 million
- Tier 3 ($1.98 billion) includes annual appropriations as follows, if sufficient funding is available. If GGRF revenues are not available, these amounts may be reduced:

- Affordable Housing and Sustainable Communities – \$800 million
- TIRCP – \$400 million
- AB 617 (Chapter 136, Statutes of 2017) Community Air Protection – \$250 million
- LCTOP – \$200 million
- CAL FIRE – \$200 million
- Safe Drinking Water – \$130 million

SB 840 also requires CARB to study carbon offsets by December 31, 2026, update all compliance offset protocols by January 1, 2029, and conduct five-year reviews thereafter to evaluate the effectiveness of carbon offset programs, including environmental integrity, verification standards, and their role in achieving statewide greenhouse gas emission reduction targets.

Urgency Bill – Effective Immediately

III. Funding

AB 417 (Carrillo, D-Palmdale): Local finance: enhanced infrastructure financing districts: community revitalization and investment authorities.
(Chapter 260, Statutes of 2025)
AB 417 updates and simplifies the local governments, including cities, counties and special districts, must follow when creating or managing Enhanced Infrastructure Financing Districts and Community Revitalization and Investment Authorities, which are two tools local governments use to fund community improvements like infrastructure, parks, affordable housing, and small business recovery. The bill streamlines the process for these districts to update their plans, add new partners, and file required reports by reducing procedural steps and shortening timelines. It broadens eligibility so more communities can qualify, allows other local agencies to join later if they wish, and expands the types of projects that can be supported, including those focused on general economic recovery rather than just coronavirus-related needs. AB 417 also reduces the number of required public hearings from three to two and ensures that public notices are accessible by requiring translations into other commonly spoken languages.

SB 42 (Umberg, D-Santa Ana): Political Reform Act of 1974: public campaign financing: California Fair Elections Act of 2026
(Chapter 245, Statutes of 2025)
Under current law, the Political Reform Act of 1974 prohibits public officers or candidates from using or accepting public funds for campaigns. SB 42 would remove that prohibition except when the funds are earmarked for education, transportation, or public safety. Specifically, this legislation will allow local and state governments to establish voluntary public financing systems, subject to criteria and spending limits. This will require voter approval, appearing on the ballot on November 3, 2026.

IV. Planning

AB 1007 (Rubio, D-West Covina): Land use: development project review.
(Chapter 502, Statutes of 2025.)
Under existing law, the Permit Streamlining Act establishes time limits for state and local agencies to act on development projects. Typically, a lead agency must approve or disapprove a project within 180 days after certifying an environmental impact report or 60 days if the project is exempt from CEQA. Existing law also provides a shorter timeframe for certain housing development projects, requiring a responsible agency to approve or disapprove the project within 90 days after the lead agency's approval or receipt of a complete application, whichever is later. AB 1007 builds on this exception by further shortening the timeframe from 90 days to 45 days. However, the State Water Resources Control Board, regional water quality control boards, and the CCC remain subject to the 90-day timeline due to their specialized permitting authority.

SB 79 (Wiener, D-San Francisco): Housing development: transit-oriented development.
(Chapter 512, Statutes of 2025)
Creates statewide by-right standards for multifamily housing within one-half mile of designated transit stops, setting minimum unit counts, density, height, and residential floor-area ratio by distance and transit tier. Requires on-site affordability, demolition and anti-displacement protections, and specified labor standards. Qualifying projects are eligible for ministerial streamlining and are deemed consistent under the Housing Accountability Act. Authorizes transit agencies to adopt Transit-Oriented Development (TOD) zoning standards for agency-owned parcels near their stations. Directs HCD and Metropolitan Planning Organizations (MPOs) to implement mapping and compliance procedures. Most provisions apply July 1, 2026, with enhanced Housing Accountability Act penalties beginning January 1, 2027. Jurisdictions may adopt compliant local TOD alternative plans.

V. Public Meetings

SB 470 (Laird, D-Santa Cruz): Bagley-Keene Open Meeting Act: teleconferencing.
(Chapter 222, Statues of 2025)
Under the Bagley-Keene Open Meeting Act, meetings of a state body can be held through a teleconference setting if certain requirements are met. Requirements include that the state body post agendas at all teleconference locations, teleconference locations to be identified in the agenda of the meeting or proceeding, and that each teleconference location be accessible to the public. The agenda must provide an opportunity for members of the public to address the state body directly at each teleconference location, and that at least one member of the state body be physically present at the location specified in the notice of the meeting. SB 470 will extend the authorization to teleconference alongside the previously mentioned provisions from January 1, 2026, until January 1, 2030.

SB 707 (Durazo, D-Los Angeles): Open meetings: meeting and teleconference requirements.
(Chapter 327, Statutes of 2025)
SB 707 amends the Ralph M. Brown Act by updating teleconferencing rules and clarifying when members of legislative bodies may participate remotely. The bill allows members with disabilities to attend meetings remotely as a reasonable accommodation without posting an agenda or providing public access to their location, provided they participate by audio and video and disclose whether any adults are present. This codifies recent Attorney General guidance recognizing that in-person attendance can create barriers for some public officials.

The legislation also revises and extends the "alternative teleconferencing" framework that permits remote participation for just cause or during emergencies. "Just cause" includes a contagious illness, medical or mental health needs, official travel for a public agency, family medical emergencies, military service, or caring for an immunocompromised family member. Members using this option must notify the body at the earliest opportunity, participate by audio and video, and disclose who is present in their remote location. The bill also extends teleconferencing authority to advisory and multijurisdictional bodies, such as joint powers agencies, allowing these entities to meet remotely under defined circumstances if doing so promotes accessibility and participation. In addition, SB 707 requires all members of legislative bodies to receive a copy of the Brown Act, prohibits compensation adjustments at special meetings, and clarifies that existing rules on maintaining order and decorum apply equally to participants attending remotely.

VI. Rail

AB 377 (Tangipa, R-Fresno): High-Speed Rail Authority: business plan: Merced to Bakersfield segment.
(Chapter 81, Statutes of 2025)
AB 377 requires the California High-Speed Rail Authority (CHSRA), as part of its 2026 Business Plan, to include a detailed funding plan for the Merced to Bakersfield segment. The plan must provide an updated estimate of the segment's funding gap, a strategy for addressing that gap, and an assessment of potential delays and mitigation options should any funding fail to materialize. The CHSRA must also evaluate options for initiating early service on the Merced to Bakersfield segment, including cost and schedule estimates, and assess the likelihood of each proposed funding source.

SB 30 (Cortese, D-San Jose): Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.
(Chapter 735, Statutes of 2025)
SB 30 prohibits public transit agencies and other public entities that own diesel-powered locomotives or other rail equipment from selling, donating, or transferring that equipment for continued use once it has been decommissioned and replaced with lower-emission

alternatives. The intent is to prevent decommissioned diesel-powered rail equipment from being used elsewhere, where it could contribute to air pollution.

The bill provides exemptions for equipment that meets federal emissions standards (Tier 2, Tier 3, or Tier 4) or produces equivalent emission levels. It also allows transfers if the diesel engine is removed prior to the sale or donation. Any transfer meeting these exemptions must be approved by the public entity at a public hearing.

SB 544 (Laird, D-Monterey): Railroad crossings: permit applications: review. (Chapter 224, Statutes of 2025)
SB 544 revises California's process for reviewing and approving railroad crossing projects under the California Public Utilities Commission. It creates an "exempt railroad crossing application" option that allows projects with clear public benefits and no opposition to move through an expedited review, reducing delays for routine or low-risk improvements such as signal upgrades or warning device replacements. The bill also standardizes what must be included in applications, providing clearer expectations and reducing the likelihood of revisions. SB 544 requires that approvals for exempt projects be publicly noticed and open for comment, enhancing transparency and coordination with cities, rail operators, and the community.

VII. Safety and Security

AB 370 (Carrillo, D-Palmdale): California Public Records Act: cyberattacks. (Chapter 34, Statutes of 2025)
Existing law requires public agencies to respond to Public Records Act requests within ten days, with an allowance for an additional 14-day extension in cases of "unusual circumstances." AB 370 expands what qualifies as unusual circumstances to include cyberattacks or other emergencies that directly impair an agency's access to its electronic records or systems. When such conditions occur, an agency may invoke the 14-day extension by providing written notice to the requester explaining the reason for the delay and the expected date for its determination.

AB 394 (Wilson, D-Suisun City): Public transportation providers. (Chapter 147, Statutes of 2025)
AB 394 expands who is protected when assaults happen in and around public transit. Statute already includes provisions for battery against bus and rail operators and their passengers. This bill extends those protections to any employee or contractor of a public transportation provider (as well as the provider itself), so assaults on mechanics, cleaners, fare inspectors, station agents, contracted security, etc., can carry the same enhanced penalties, with offenses punishable by up to one year in county jail and a fine of up to $10,000. The bill also tightens the workplace-violence restraining order statute so transit agencies (including joint powers authorities) statewide and collective bargaining representatives can more clearly seek temporary restraining orders and longer injunctions on behalf of workers when there's harassment, threats, stalking, or battery tied to the workplace.

SB 446 (Hurtado, D-Bakersfield): Data breaches: customer notification.
(Chapter 319, Statues of 2025)
Under current law, individuals and/or businesses that conduct business in California, of which owns or licenses computerized data that includes personal data, are to disclose breach of security systems following discovery or notification of the breach of the data to a resident of California whose unencrypted personal information was compromised without unreasonable delay. SB 446 requires such data breach disclosures to be made within 30 calendar days of a breach discovery or notification. However, SB 446 further authorizes individuals and/or businesses to delay disclosure to accommodate the needs of law enforcement if necessary.

VIII. State Budget

AB 104 (Gabriel, D-Encino): Budget Act of 2025.
(Chapter 77, Statutes of 2025)
AB 104 serves as a follow-up to the fiscal year 2025–26 budget bill, amending various provisions to appropriate additional funds and make technical adjustments.

A particularly notable provision of AB 104 authorizes up to $1.75 billion in state general fund loans to local entities, split as follows:

- Up to $1 billion for eligible local entities within Los Angeles County, including the County of Los Angeles, Los Angeles County Office of Education, cities, special districts, school districts, and community college districts, to support public recovery and rebuilding efforts related to the January 2025 wildfires.
- Up to $750 million for transit operators outside Los Angeles County, specifically including the BART, Muni, Peninsula Corridor Joint Powers Board, and AC Transit. These loans are intended to sustain transit operations during the state's fiscal realignment period and are contingent upon the enactment of future legislation establishing loan terms and repayment mechanisms.

Under AB 104, these loans must be fully repaid under clearly defined repayment schedules with guaranteed mechanisms to ensure repayment, such as future fare revenue or a regionally approved funding measure. The bill also specifies that the loan authority for Bay Area transit operators becomes operative only if future legislation enacts a long-term regional funding measure to stabilize transit operations and improve financial sustainability.

Urgency Bill – Effective Immediately

AB 149 (Committee on Budget): Public resources trailer bill.
(Chapter 106, Statutes of 2025)
AB 149 makes a broad set of public resources policy changes. For the 2028 Olympic and Paralympic Games (Games) delivery, AB 149 refines environmental streamlining. Activities tied to bidding, hosting/staging, and funding the Games remain exempt from

CEQA. The bill adds a targeted CEQA exemption for temporary facilities that are fully removed and sites restored within six months after the Games. It requires public notice of confirmed competition-venue location changes and clarifies that other applicable protections, such as sensitive habitat, still apply. Separately, temporary Games developments along the coast are deemed “temporary events” and exempt from local coastal development permits through December 31, 2028, with an expectation to avoid and minimize coastal resource impacts where feasible.

Urgency Bill – Effective Immediately

SB 105 (Wiener, D-San Francisco): Budget Acts of 2021, 2023, 2024, and 2025. (Chapter 104, Statutes of 2025)
SB 105 serves as the Budget Bill Jr. for the 2025-26 fiscal year, making adjustments and supplemental appropriations to the main Budget Act of 2025. The bill includes key provisions that directly impact transit funding and commitments made in previous budget negotiations.

SB 105 appropriates $368 million from the GGRF to CalSTA for the TIRCP. Of this amount $180 million is dedicated to Cycle 6 of the competitive TIRCP, and $188 million is allocated to the Formula TIRCP established by SB 125 (Chapter 54, Statutes of 2023).

SB 105 also extends until January 10, 2026, the timeframe for the State to consider a general fund loan or other financing options to provide short-term financial assistance to local transit agencies in the Bay Area, for possible inclusion in the fiscal year 2026–27 Governor’s Budget. The bill clarifies that any such financial assistance must include full repayment of the principal, an applicable interest rate, a defined repayment schedule, and a guaranteed repayment mechanism to ensure fiscal accountability. This provision builds upon direction established in the 2025 Budget Act, which first authorized the state to explore temporary financial support for transit operators facing post-pandemic revenue challenges.

Urgency Bill – Effective Immediately

SB 128 (Committee on Budget & Fiscal Review): Transportation. (Chapter 16, Statutes of 2025)
SB 128 enacts technical and programmatic adjustments across transportation and driver licensing programs while also including key provisions related to planning for the Games. Specifically, for the Games, SB 128 temporarily authorizes Caltrans and local agencies to dedicate exclusive or preferential use of High-Occupancy Vehicle (HOV), High-Occupancy Toll (HOT), and other lanes to vehicles displaying a distinctive decal or identifier issued by the Games’ organizing committee. These decals will designate vehicles operating on the Games Route Network (GRN) to facilitate safe and efficient travel for athletes, officials, and support personnel. Caltrans and the California Highway Patrol will jointly approve the design and issuance of the decals, which will be valid only during the designated Olympic and Paralympic Games period.

The bill appropriates $1,000 from the State Highway Account to Caltrans to fund projects in support of the Games Route Network and authorizes the Department of Finance to increase this amount by up to $20 million upon legislative notification to fund Olympic-related transportation projects and lane-management activities.

Urgency Bill – Effective Immediately

SB 153 (Committee on Budget & Fiscal Review): Transportation Budget Trailer Bill. (Chapter 109, Statutes of 2025)

SB 153 serves as the transportation budget trailer bill and makes a series of statutory and budget-related changes to transportation and regulatory programs. Among other provisions, this bill:

- Includes a technical clean-up amendment to clarify that the hold harmless provision, which uses pre-coronavirus revenue numbers for calculation purposes, continues to apply to LCTOP, just as it does to the State Transit Assistance and State of Good Repair programs. Although Caltrans has been implementing the hold harmless provision for LCTOP as intended, this amendment formally codifies that intent and ensures no changes to current funding disbursement practices.
- Grants Los Angeles County Metropolitan Transportation Authority (LA Metro) and other public operators under contract with LA Metro temporary authority to provide charter bus service for the 2026 Fédération Internationale de Football Association (FIFA) World Cup in Los Angeles County, under conditions ensuring fair competition and adherence to labor agreements.
- Grants similar temporary charter authority to Bay Area transit operators, including VTA and others providing service within the greater San Francisco Bay Area, for the same 2026 FIFA World Cup period.
- Appropriates $132.175 million from the Air Pollution Control Fund for CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, exempting program guidelines from the Administrative Procedure Act to expedite deployment.

Urgency Bill – Effective Immediately