

CALIFORNIA LEGISLATURE
Senate Transportation Committee

2025 Legislative Bill Summary



California State Senate



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Introduction

This publication is a comprehensive collection of summaries for bills that the Senate Committee on Transportation considered during the 2025 Legislative Session. Each bill summary includes the final status of the bills. For your convenience, bills that the Legislature passed, and the Governor signed into law are listed along with their chapter number. In general, chaptered legislation will go into effect on January 1, 2026. Bills that contain an urgency clause took effect immediately upon the Governor's signature.

The Senate Committee on Transportation is responsible for overseeing issues related to rules of the road, driver's licensing and vehicle registration, traffic/vehicle enforcement, state highways and local streets, active transportation, public transit and passenger rail, transportation funding and planning, and mobile sources of air pollution. The committee has primary oversight of the California Department of Transportation, Department of Motor Vehicles, California Highway Patrol, California High-Speed Rail Authority, California State Transportation Agency, and regional transportation planning agencies/congestion management agencies/metropolitan planning organizations.

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Abbreviations / Acronyms

ATP: Active Transportation Program

AV: Autonomous Vehicle

Caltrans: California Department of Transportation

CARB: California Air Resources Board

CALSTA: California State Transportation Agency

CHP: California Highway Patrol

CTP: Clean Transportation Program

CTC: California Transportation Commission

DMV: Department of Motor Vehicles

E-Bike: Electric Bicycle

HOV: High-occupancy Vehicle

MPOs: Metropolitan Planning Organizations

RTPA's: Regional Transportation Planning Agency

SR: State Route

ZEV: Zero Emission Vehicle

Abandoned Vehicles, Parking, and Towing

AB-875 (Muratsuchi) - Vehicle removal.

Authorizes a peace officer to remove and impound a vehicle that has fewer than 4 wheels but does not meet the definition of an electric bicycle (e-bike) and meets other criteria, or is a class 3 e-bike and the operator is under 16 years old. Additionally requires release of a seized vehicle to the owner, violator, or their agent after a minimum of 48 hours if specified conditions are met.

Status: *Chapter 168, Statutes of 2025*

AB-987 (Sharp-Collins) - Vehicles: storage and towing.

Expands the types of towing and storage fees that are considered unreasonable.

Status: *Chapter 345, Statutes of 2025*

AB-1299 (Bryan) - Parking violations.

Authorizes a local authority to waive or reduce parking penalties at any time if a person can demonstrate circumstances relevant to their inability to pay the penalty and requires processing agencies to allow indigent persons to request a parking penalty payment plan at any time.

Status: *Chapter 346, Statutes of 2025*

Active Transportation

SB-455 (Blakespear) - Electric bicycles.

Changes the definitions of mopeds and motor-driven cycles, creates a new classification of low-powered moped, and adds labeling and noticing requirements for manufacturers and retailers of e-bikes.

Status: *Senate – Appropriations Committee – Held on Suspense*

SB-671 (Cervantes) - Pedestrian crossing signals.

Requires installation and maintenance of traffic-actuated signals with touch-free Accessible Pedestrian Signals (APS) and directs the California Department of Transportation (Caltrans) to catalogue existing state-owned or operated traffic signals located in specified areas.

Status: *Chapter 326, Statutes of 2025*

AB-544 (Davies) - Electric bicycles: required equipment.

Requires e-bikes to have red reflectors on the bicycle at all hours of the day instead of only at night. Further allows a minor cited for not wearing a helmet while riding an e-bike

to complete a specialized electric bicycle safety course developed by the Department of the California Highway Patrol (CHP) in lieu of paying a fine.

Status: *Chapter 36, Statutes of 2025*

AB-545 (Davies) - Vehicles: electric bicycles.

Adds applications to the list of products that a person cannot sell to modify the speed capability of an e-bike such that it no longer meets the statutory definition of an e-bike.

Status: *Chapter 37, Statutes of 2025*

AB-875 (Muratsuchi) - Vehicle removal.

Authorizes a peace officer to remove and impound a vehicle that 1) has fewer than 4 wheels but does not meet the definition of an e-bike and meets other criteria, or 2) is a class 3 e-bike and the operator is under 16 years old. Additionally requires release of a seized vehicle to the owner, violator, or their agent after a minimum of 48 hours if specified conditions are met.

Status: *Chapter 168, Statutes of 2025*

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

Requires Caltrans to develop a Quick Build Pilot Program to expedite the implementation of low-cost improvements, including, but not limited to, bicycle and pedestrian facilities, on the state highway system.

Status: *Senate – Appropriations Committee – Held on Suspense*

AB-954 (Bennett) - Interregional transportation strategic plan: bicycle highways.

Requires the Caltrans, to the extent feasible, assess incorporating bicycle highways into the interregional transportation strategic plan (ITSP), as specified.

Status: *Senate – Floor*

AB-965 (Dixon) - Vehicles: electric bicycles.

Prohibits a person from selling a class 3 e-bike to a person under 16 years of age.

Status: *Chapter 65, Statutes of 2025*

Air Quality and Greenhouse Gas Emissions

SB-34 (Richardson) - Air pollution: South Coast Air Quality Management District: mobile sources: public seaports.

Imposes specified conditions and limits on actions by the South Coast Air Quality Management District (SCAQMD) to impose new or additional emissions reduction requirements on sources of air pollution associated with operation of the Ports of Long Beach and Los Angeles until 2031.

Status: *Vetoed*

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 34 without my signature.

This bill would impose new requirements on the South Coast Air Quality Management District (SCAQMD) for any adoption or amendment of a rule or regulation passed after July 1, 2025 that imposes new or additional emissions reduction requirements on sources of air pollution associated with port operations. The bill also would prohibit any port-related action that imposes a cap on cargo throughput or cruise ship passengers, or uses public funds to require or incentivize the use of automated or remotely operated equipment or supporting infrastructure. All these prohibitions and requirements would remain in effect until January 1, 2031.

California's ports are critical to the stability of our national and global supply chains and are relied upon by most Americans to meet their everyday needs. Today, our ports handle about 40 percent of the nation's containerized imports and 30 percent of our nation's exports, making them vital points in the flow of goods and commerce. At the same time, ports are also one of the most significant sources of local air pollution due to their reliance on fossil fuels. Over the past several years, our ports have made tremendous progress in building zero-emission infrastructure to reduce harmful air and climate pollution that benefits not just the ports, but also the surrounding communities.

With the current federal Administration directly undermining our state and local air and climate pollution reduction strategies, it is imperative that we maintain the tools we have and encourage cooperative action at all levels to avoid the worst health and climate impacts. To that end, I am encouraged by the productive discussions between the SCAQMD and the Ports of Los Angeles and Long Beach to identify and advance prudent air quality improvement measures and the SCAQMD's recent unanimous direction to staff to further their efforts to reach a Cooperative Agreement. This locally driven and collaborative approach toward reducing air and climate pollution is the type of consensus that should be supported and encouraged. This bill interferes with this approach, the progress made, and the ongoing good faith efforts made by the SCAQMD

and the Ports of Los Angeles and Long Beach.

For this reason, I cannot sign this bill.

Sincerely,
Gavin Newsom

SB-496 (Hurtado) - Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.

Makes various changes to the Advanced Clean Fleets (ACF) program and establishes an ACF appeals advisory committee, as specified.

Status: *Senate – Appropriations Committee – Held on Suspense*

SB-712 (Grove) - Smog check: collector motor vehicles: exemption.

Commencing January 1, 2027, removes smog check requirements, as specified, for certain motor vehicles, as defined.

Status: *Assembly – Appropriations Committee – Held on Suspense*

AB-272 (Aguiar-Curry) - Heavy-Duty Vehicle Inspection and Maintenance Program.

Specifies the deadline for the California Air Resources Board (CARB) to provide the first of the two currently required biennial reports on the Heavy-Duty Vehicle Inspection and Maintenance Program (HD I/M) to be December 31, 2026.

Status: *Senate – Floor*

AB-605 (Muratsuchi) - Lower Emissions Cargo Handling Equipment Pilot program.

Creates the Lower Emissions Cargo Handling Equipment (CHE) Pilot program to allow for deployment of CHE meeting certain emission standards under the program, and requires CARB to not prohibit or penalize its use prior to the end of its useful life.

Status: *Senate – Environmental Quality Committee*

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

Requires the California Air Resources Board to consider certain factors regarding the impacts and benefits of rental medium- and heavy-duty zero-emission vehicles in any regulation regarding their procurement.

Status: *Vetoed*

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 620 without my signature.

This bill would require the California Air Resources Board (CARB) to consider, for any future regulation or amendment regarding the procurement or use of medium- and heavy-duty (MD/HD) zero-emission vehicles (ZEVs) by a public or private fleet, that car rental customers are responsible for a car's miles driven and any associated emissions.

In 2020, I issued Executive Order (EO) N-79-20, which directed CARB, among other things, to develop strategies to transition in-state sales of new passenger vehicles and trucks to 100 percent ZEVs by 2035, where feasible. Following this EO, CARB developed the Advanced Clean Fleets (ACF) regulation. While the United States Environmental Protection Agency did not grant a waiver to authorize the ACF regulation before the climate-change-denying Trump Administration took office, California remains committed to transitioning to zero-emission transportation. This is why I recently issued EO N-27-25 reaffirming California's leadership in promoting ZEVs to protect our future, health, and economy.

In my veto message to Assembly Bill 637 (Jackson) last year, I encouraged rental vehicle companies to work with CARB to explore the environmental and economic benefits of MD/HD ZEV rentals through existing regulatory processes. I continue to encourage rental vehicle companies to do so.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

[AB-911 \(Carrillo\) - Emergency telecommunications medium- and heavy-duty zero-emission vehicles.](#)

Exempts any emergency telecommunication vehicle, as defined, owned or purchased by an emergency telecommunications service provider that is used to participate in certain emergency services from the High Priority and Federal Fleet requirements under CARB's Advanced Clean Fleets regulations.

Status: *Senate – Environmental Quality Committee*

Air Transportation

SB-661 (Hurtado) – Airports: financial assistance.

Redirects revenues attributable to sales and use taxes (SUT) imposed on jet fuel from the General Fund to airports and to the Aeronautics Account, and specifies a funding formula for the distribution of those funds.

Status: *Assembly – Revenue and Taxation Committee*

AB-431 (Wilson) – Advanced Air Mobility Infrastructure Act.

Requires Caltrans to develop a statewide plan, or update the statewide aviation plan, to include advanced air mobility (AAM) system needs, as specified, to support advances in aviation technology. Requires Caltrans to designate a subject matter expert within the department and provide local jurisdictions with guidance to support uniform planning and zoning related to AAM.

Status: *Senate – Transportation Committee*

Autonomous Vehicles

SB-480 (Archuleta) – Autonomous vehicles.

Authorizes an autonomous vehicle to be equipped with automated driving system (ADS) marker lamps.

Status: *Chapter 415, Statutes of 2025*

SB-511 (Pérez) – Autonomous vehicles.

Makes various changes to autonomous vehicle (AV) requirements, definitions, and imposes various penalties for certain violations of AV rules and regulations, as specified.

Status: *Senate – Transportation Committee*

AB-33 (Aguiar-Curry) – Autonomous vehicles.

Prohibits an AV without a human safety operator from delivering commercial goods directly to a residence or to a business for its use or retail sale, as specified.

Status: *Senate – Floor*

California Department of Transportation

SB-78 (Seyarto) - Department of Transportation: report: state highway system: safety enhancements.

Requires Caltrans to prepare and submit a report to the Legislature by January 1, 2027, that evaluates current efforts and potential opportunities to streamline the processes

and procedures for the delivery of safety enhancement projects on the state highway system.

Status: *Chapter 743, Statutes of 2025*

SB-569 (Blakespear) - Department of Transportation: homeless encampments.

Directs Caltrans to establish a dedicated liaison to collaborate with local governments to facilitate the removal of homeless encampments on Caltrans' right-of-way, as specified. Additionally authorizes Caltrans to negotiate specified terms for Delegated Maintenance Agreements (DMAs) with local jurisdictions.

Status: *Assembly – Transportation Committee*

SB-671 (Cervantes) - Pedestrian crossing signals.

Requires installation and maintenance of traffic-actuated signals with touch-free Accessible Pedestrian Signals (APS) and directs Caltrans to catalogue existing state-owned or operated traffic signals located in specified areas.

Status: *Chapter 326, Statutes of 2025*

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

Requires Caltrans on or before July 1, 2026, to create a priority list of infrastructure projects of regional significance, as defined, that aim to address the impacts of climate change, as specified.

Status: *Chapter 781, Statutes of 2025*

SB-713 (Valladares) - Employee stock ownership plans: contractors: certification: bid preferences.

Requires the Department of General Services (DGS) to establish a process for an Employee Stock Ownership Plan (ESOP) qualified contractor to be certified and further requires Caltrans to provide bid preferences for qualified ESOP companies beginning January 1, 2027, as specified.

Status: *Senate – Appropriations Committee – Held on Suspense*

SB-783 (Rubio) - Outdoor advertising displays: redevelopment agency project areas.

Extends the date at which advertising displays located in former redevelopment areas may continue to operate until January 1, 2029.

Status: *Vetoed*

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 783 without my signature.

This bill would re-extend the sunset for the redevelopment agency project area exemption to the Outdoor Advertising Act until January 1, 2029.

As a former mayor, I have seen firsthand how outdoor advertising displays generate revenue and visibility for local economies and businesses. Yet extending the redevelopment agency exemption under the Outdoor Advertising Act simply continues a pattern of short-term fixes that avoid addressing the underlying issue. For more than a decade, this area of law has been managed through temporary extensions rather than a comprehensive solution.

There are over 40 former redevelopment agency legacy displays throughout California. A lasting resolution should address them directly - whether through targeted statutory changes to the Act, administrative adjustments, or simply bringing the displays into compliance with existing law. That approach is far more durable and legally sound than repeated exemptions, which only create uncertainty, increase risk, and jeopardize critical funding that supports thousands of jobs at the state and local level.

I encourage the Legislature and stakeholders to work with my Administration on a durable solution that provides stability while balancing economic benefits with the state's fiscal and regulatory responsibilities.

For this reason, I cannot sign this bill.

Sincerely,
Gavin Newsom

SB-800 (Reyes) - State highways: overpasses: pilot program: suicide prevention.

Requires Caltrans, in consultation with the California Department of Public Health (CDPH), and in collaboration with impacted local governments, by July 1, 2028, to incorporate suicide deterrent considerations in the updates of applicable guidance documents. Requires Caltrans to evaluate and adopt guidance for countermeasures, including the design, placement, or modification of barriers, fencing and other infrastructure.

Status: *Chapter 427, Statutes of 2025*

AB-266 (Davies) - Freeway Service Patrol Act: sponsorship agreement.

Authorizes, upon completion of guidelines for program operations, as specified, a regional or local entity participating in the state's freeway service patrol (FSP) program to enter into a sponsorship agreement that allows for the display of a sponsor's name and logo on participating tow trucks.

Status: *Senate – Appropriations Committee – Held on Suspense*

AB-440 (Ramos) - State bridges and overpasses: suicide prevention.

Requires Caltrans, by July 1, 2028, to consult with the California Department of Public Health (CDPH), behavioral health experts, and other relevant stakeholders to develop best practices for the consideration of suicide countermeasures designed to deter suicide attempts on bridges and overpasses, including evaluating appropriate physical infrastructure and design features.

Status: *Chapter 262, Statutes of 2025*

AB-770 (Mark González) - Advertising displays: convention centers.

Authorizes an ordinance adopted by the City of Los Angeles pertaining to outdoor advertising displays to provide a framework of allowable signage placement, sizing, and sequencing, as specified that is also consistent with provisions of existing outdoor advertising exemptions for Los Angeles.

Status: *Chapter 707, Statutes of 2025*

AB-830 (Rogers) - State highways: encroachment permits: relocating or removing encroachments: public utility districts: County of Mendocino.

Requires Caltrans to bear the sole expense for relocating or removing the encroachment of a public utility district (PUD) with a ratepayer base of 5,000 households or fewer in the County of Mendocino in the event of a future improvement to the highway, and to notify the PUD at each stage of a project.

Status: *Vetoed*

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 830 without my signature.

This bill requires Caltrans to pay for removing or relocating utility infrastructure owned by public utility districts in Mendocino County that serve 5,000 or fewer households when such work is needed for a future state highway improvement.

While I recognize the challenges that relocation costs and infrastructure constraints can pose for communities, this bill sets a concerning precedent by merely shifting those costs to the state, directly at odds with longstanding requirements for permittees to cover the cost of relocating or removing an encroachment when needed for a highway improvement. Creating a statutory exception for one utility in a single county undermines fiscal discipline and creates inequities across California.

Instead, comprehensive and sustainable solutions should be developed in coordination with Caltrans, rather than relying on one-off exemptions that set problematic precedents.

For these reasons, I cannot sign this bill.

Sincerely,

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

Requires Caltrans to develop a Quick Build Pilot Program to expedite the implementation of low-cost improvements, including, but not limited to, bicycle and pedestrian facilities, on the state highway system.

Status: *Senate – Appropriations Committee – Held on Suspense*

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

Requires a lead agency for a transportation infrastructure project to incorporate appropriate wildlife passage features to feasibly avoid, minimize and mitigate further impairment to wildlife connectivity.

Status: *Senate – Appropriations Committee – Held on Suspense*

AB-954 (Bennett) - Interregional transportation strategic plan: bicycle highways.

Requires Caltrans, to the extent feasible, assess incorporating bicycle highways into the interregional transportation strategic plan (ITSP), as specified.

Status: *Senate – Floor*

AB-978 (Hoover) - Department of Transportation and local agencies: streets and highways: recycled materials.

Changes recycled material's requirements for local agencies as they pertain to streets and highways, as specified.

Status: *Chapter 443, Statutes of 2025*

AB-1014 (Rogers) - Traffic safety: speed limits.

Extends to Caltrans the authority given to local authorities to lower speed limits by five miles per hour (mph).

Status: *Chapter 287, Statutes of 2025*

AB-1145 (Jeff Gonzalez) - State highways: safety: State Highway Route 74: report.

Requires Caltrans, in consultation with CHP, on or before December 31, 2027, to conduct a study on highway safety on State Highway Route (SR) 74, to collect all available data, over the preceding 10 years, as specified.

Status: *Senate – Transportation Committee*

Contracting and Procurement

SB-272 (Becker) - San Mateo County Transit District: job order contracting: pilot program.

Authorizes the San Mateo County Transit District (SamTrans) to enter into job order contracts (JOCs).

Status: *Chapter 310, Statutes of 2025*

SB-713 (Valladares) - Employee stock ownership plans: contractors: certification: bid preferences.

Requires the Department of General Services (DGS) to establish a process for an Employee Stock Ownership Plan (ESOP) qualified contractor to be certified and further requires Caltrans to provide bid preferences for qualified ESOP companies beginning January 1, 2027, as specified.

Status: *Senate – Appropriations Committee – Held on Suspense*

Department of Motor Vehicles

SB-76 (Seyarto) - Vehicles: registration fees and penalties.

Requires the Department of Motor Vehicles (DMV), by January 1, 2030, to waive delinquent registration fees and penalties when a transferee (purchaser) of a used vehicle applies for a transfer of registration and DMV determines that the fees and penalties accrued prior to the purchase of the vehicle. Any such delinquent fees and penalties would become the personal debt of the transferor (seller) of the vehicle, and would be subject to collection by DMV, as specified.

Status: *Vetoed*

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 76 without my signature.

Beginning January 1, 2030, this bill would require the Department of Motor Vehicles (DMV) to waive delinquent vehicle registration fees and penalties that became due before a private vehicle sale when the purchaser applied for transfer. The DMV would instead be required to recover those fees and penalties from the seller or transferor when they next register another vehicle or renew a driver's license.

This bill would exacerbate the structural insolvency of the Motor Vehicle Account (MVA), the primary funding source for the DMV and CHP. Shifting collection responsibility away from purchasers would reduce revenues, increase administrative costs, and deepen long-term deficits. In doing so, it would diminish resources available to support the CHP's critical public safety initiatives - including newly launched Crime Suppression Teams and regional crime-reduction partnerships - while also straining the DMV's digital transformation by imposing new duties even as funding is reduced.

As with other measures affecting the MVA, moving the operative date to a future year does not solve the underlying fiscal challenges - it only delays them. We must set a very high bar for any significant new fiscal commitments until the MVA structural deficit is addressed in a sustainable way.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

SB-664 (Ochoa Bogh) - Vehicles: public safety: Blue Envelope Program.

Requires the DMV, in consultation with relevant stakeholders, to develop a Blue Envelope Program to improve interactions between law enforcement and individuals with disabilities.

Status: *Senate – Transportation Committee*

AB-1190 (Haney) - Department of Motor Vehicles: private industry partner fees.

Requires the DMV to limit the amount any qualified second-line business partner may charge their customers to no more than the maximum amount a first-line service provider may charge its customers. This bill also strengthens disclosure requirements on all qualified second-line business partners' internet websites.

Status: *Senate – Appropriations Committee – Held on Suspense*

AB-1272 (Dixon) - Department of Motor Vehicles: occupational licensees.

Makes it unlawful for a business that holds an occupational license issued by DMV to use "Department of Motor Vehicles" or "DMV" in its internet domain name.

Status: *Chapter 68, Statutes of 2025*

Driver Licensing

SB-383 (Cervantes) - Driver's licenses and identification cards.

Expedites the date by which DMV must issue restricted identification cards to eligible applicants who are unable to verify that their presence in the United States is authorized under federal law.

Status: *Senate – Transportation Committee*

AB-1149 (Davies) - Driver's licenses.

Exempts a person who possesses a digital driver's license under the DMV's mobile Driver's License (mDL) pilot program from the prohibition that a person may not have more than one driver's license in their possession.

Status: *Senate – Floor*

Environmental Review and Project Delivery

SB-71 (Wiener) - California Environmental Quality Act: exemptions: transit projects.

Expands and extends existing California Environmental Quality Act (CEQA) exemptions for transit projects and exempts Diesel-powered heavy rail projects meeting the "Tier 4" exhaust emissions standard if certain criteria are met, among other changes.

Status: *Chapter 742, Statutes of 2025*

SB-445 (Wiener) - Transportation: planning: complete streets facilities: sustainable transportation projects.

Requires Caltrans on or before February 1, 2027, instead of January 1, 2027, to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or a transit agency. Expresses the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects, as specified.

Status: *This bill was later amended to deal with the high-speed rail project.*

Assembly – Appropriations Committee – Held on Suspense

AB-830 (Rogers) - State highways: encroachment permits: relocating or removing encroachments: public utility districts: County of Mendocino.

Requires Caltrans to bear the sole expense for relocating or removing the encroachment of a public utility district (PUD) with a ratepayer base of 5,000 households or fewer in the County of Mendocino in the event of a future improvement to the highway, and to notify the PUD at each stage of a project.

Status: *Vetoed*

Governor's Veto Message:

Governor's veto message: To the Members of the California State Assembly:

I am returning Assembly Bill 830 without my signature.

This bill requires Caltrans to pay for removing or relocating utility infrastructure owned by public utility districts in Mendocino County that serve 5,000 or fewer households when such work is needed for a future state highway improvement.

While I recognize the challenges that relocation costs and infrastructure constraints can pose for communities, this bill sets a concerning precedent by merely shifting those costs to the state, directly at odds with longstanding requirements for permittees to cover the cost of relocating or removing an encroachment when needed for a highway improvement. Creating a statutory exception for one utility in a single county undermines fiscal discipline and creates inequities across California.

Instead, comprehensive and sustainable solutions should be developed in coordination

with Caltrans, rather than relying on one-off exemptions that set problematic precedents.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

Governance

SB-220 (Allen) - Los Angeles County Metropolitan Transportation Authority.

Revises, beginning January 1, 2029, the composition of the Los Angeles Metropolitan Transportation Authority (LA Metro) governing board.

Status: *Senate – Transportation Committee – Testimony Only*

SB-843 (Stern) - Vehicles: school pupil transportation: advisory committee.

Adds two additional members to the California Highway Patrol's School Pupil Transportation Advisory Committee and specifies that these two committee members must be from low-income communities.

Status: *Senate – Transportation Committee*

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

Makes a number of changes pertaining to the Alameda-Contra Costa Transit District's (AC Transit) board member elections and compensation.

Status: *Chapter 66, Statutes of 2025*

AB-1223 (Nguyen) - Local Transportation Authority and Improvement Act: Sacramento Transportation Authority.

Makes changes to the Sacramento Transportation Authority's (STA's) ability to impose a transactions and use tax (TUT) and the allowable expenditures from a TUT imposed by STA. Authorizes STA to issue bonds to finance costs of high-occupancy toll (HOT) lanes or other toll facilities within Sacramento County.

Status: *Chapter 724, Statutes of 2025*

AB-1479 (Tangipa) - County road commissioner: Counties of Madera and Tehama.

Allows the Counties of Madera and Tehama to make the county director of public works responsible for the county road commissioner's duties without requiring the director to be a civil engineer.

Status: *Chapter 399, Statutes of 2025*

High-Speed Rail

SB-445 (Wiener) - Transportation: planning: complete streets facilities: sustainable transportation projects.

Requires Caltrans on or before February 1, 2027, instead of January 1, 2027, to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or a transit agency. Expresses the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects, as specified.

Status: *This bill was later amended to deal with the high-speed rail project.
Assembly – Appropriations Committee – Held on Suspense*

SB-545 (Cortese) - High-speed rail: economic opportunities.

Requires the Office of Land Use and Climate Innovation (LCI), on or before July 1, 2027, to commission a study and submit a progress report to the Legislature on funding and economic opportunities along high-speed rail corridors, as specified, with a final report due January 1, 2028. Also requires an infrastructure district that uses its revenue to finance the construction of the high-speed rail project to dedicate up to a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.

Status: *Assembly – Appropriations Committee – Held on Suspense*

AB-377 (Tangipa) - High-Speed Rail Authority: business plan: Merced to Bakersfield segment.

Requires the California High-Speed Rail Authority (Authority) as part of the business plan due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment, as specified.

Status: *Chapter 81, Statutes of 2025*

Highway Safety

SB-78 (Seyarto) - Department of Transportation: report: state highway system: safety enhancements.

Requires Caltrans to prepare and submit a report to the Legislature by January 1, 2027, that evaluates current efforts and potential opportunities to streamline the processes and procedures for the delivery of safety enhancement projects on the state highway system.

Status: *Chapter 743, Statutes of 2025*

SB-720 (Ashby) - Automated traffic enforcement system programs.

Establishes an alternative automated traffic enforcement program for local governments to enforce red light violations.

Status: *Chapter 782, Statutes of 2025*

SB-800 (Reyes) - State highways: overpasses: pilot program: suicide prevention.

Requires Caltrans, in consultation with the California Department of Public Health (CDPH), and in collaboration with impacted local governments, by July 1, 2028, to incorporate suicide deterrent considerations in the updates of applicable guidance documents. Requires Caltrans to evaluate and adopt guidance for countermeasures, including the design, placement, or modification of barriers, fencing and other infrastructure.

Status: *Chapter 427, Statutes of 2025*

AB-266 (Davies) - Freeway Service Patrol Act: sponsorship agreement.

Authorizes, upon completion of guidelines for program operations, as specified, a regional or local entity participating in the state's freeway service patrol (FSP) program to enter into a sponsorship agreement that allows for the display of a sponsor's name and logo on participating tow trucks.

Status: *Senate – Appropriations Committee – Held on Suspense*

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

Authorizes Caltrans to establish a five-year work zone speed safety pilot program to enforce speeding violations in highway maintenance and construction work zones using speed safety systems.

Status: *Chapter 684, Statutes of 2025*

AB-382 (Berman) - Pedestrian safety: school zones: speed limits.

Reduces the school zone speed limit from 25 miles per hour (mph) to 20 mph commencing, January 2031, and makes available signage and posting options at local agency discretion.

Status: *Chapter 555, Statutes of 2025*

AB-390 (Wilson) - Vehicles: highway safety.

Expands the existing slow down, move over law to require drivers to slow down and move over for any stationary vehicles displaying flashing hazard lights or other warning devices on the side of the highway.

Status: *Chapter 58, Statutes of 2025*

AB-440 (Ramos) - State bridges and overpasses: suicide prevention.

Requires Caltrans, by July 1, 2028, to consult with the California Department of Public Health (CDPH), behavioral health experts, and other relevant stakeholders to develop best practices for the consideration of suicide countermeasures designed to deter suicide attempts on bridges and overpasses, including evaluating appropriate physical infrastructure and design features.

Status: *Chapter 262, Statutes of 2025*

AB-1145 (Jeff Gonzalez) - State highways: safety: State Highway Route 74: report.

Requires Caltrans, in consultation with CHP, on or before December 31, 2027, to conduct a study on highway safety on State Highway Route (SR) 74, to collect all available data, over the preceding 10 years, as specified.

Status: *Senate – Transportation Committee*

Managed Lanes and Toll Facilities

SB-10 (Padilla) - Otay Mesa East Toll Facility Act: toll revenues.

Authorizes the San Diego Association of Governments (SANDAG) to utilize toll revenues from the SR 11/Otay Mesa Port of Entry (POE) to assist in the maintenance of the South Bay International Boundary and Water Commission sewage treatment facility and other infrastructure projects related to the Tijuana River.

Status: *Assembly – Transportation Committee*

AB-334 (Petrie-Norris) - Operators of toll facilities: interoperability programs: vehicle information.

Clarifies the data operators of toll facilities on federal-aid highways engaged in an interstate interoperability program can provide regarding a vehicle's use of the facility.

Status: *Senate – Floor*

AB-1114 (Ávila Farías) - Emergency vehicles: fee and toll exemptions.

Adds "Ambulance" to the authorized emergency vehicle agency identification required to be displayed with an exempt license plate, to be exempt from a toll or other charge. Also clarifies that an ambulance corporation chief executive can certify a vehicle was responding to an emergency when billed for a toll.

Status: *Chapter 87, Statutes of 2025*

Miscellaneous

SB-400 (Cortese) - Road Maintenance and Rehabilitation Account: University of California: California State University: reports.

Requires the University of California (UC) and the California State University (CSU) to annually report on research funded by SB 1 (Beall, Chapter 5, Statutes of 2017).

Status: *This bill was later amended out of the committee's jurisdiction.*

Chapter 220, Statutes of 2025

SB-731 (Archuleta) - Trash receptacles and storage containers: reflective markings.

Exempts trash receptacles and storage containers with any reflectors added before January 1, 2025, from the requirement to install reflectors made of high-performance retroreflective sheeting of a specified length and quantity. This bill also specifies required tape options for high-performance retroreflective sheeting for a storage container transported by truck and trailer.

Status: *Chapter 232, Statutes of 2025*

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

Would allow for the sale of blends of gasoline containing 10.5% to 15% ethanol by volume (E15) in the state for use as a transportation fuel until the California Environmental Policy Council (CEPC) and CARB take specified actions.

Status: *Chapter 247, Statutes of 2025*

Omnibus

SB-506 (Committee on Transportation) - Transportation: omnibus bill.

Makes non-controversial and non-substantial changes to sections of law relating to transportation.

Status: *Chapter 417, Statutes of 2025*

AB-1532 (Committee on Communications and Conveyance) - Public Utilities Commission.

Extends the Access for All (AFA) program at the California Public Utilities Commission (CPUC) to fund on-demand transportation options at the local level for individuals with disabilities. This bill also requires the CPUC to modify an existing annual report on commissioner attendance at CPUC hearings.

Status: *Chapter 205, Statutes of 2025*

Outdoor Advertising

[SB-364 \(Strickland\) - Outdoor advertising displays: permits: new alignments.](#)

Makes changes to Caltrans' review process when considering a permit application for a new outdoor advertising display (billboards) along a freeway or highway, as specified.

Status: *Chapter 313, Statutes of 2025*

[SB-783 \(Rubio\) - Outdoor advertising displays: redevelopment agency project areas.](#)

Extends the date at which advertising displays located in former redevelopment areas may continue to operate until January 1, 2029.

Status: *Vetoed*

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 783 without my signature.

This bill would re-extend the sunset for the redevelopment agency project area exemption to the Outdoor Advertising Act until January 1, 2029.

As a former mayor, I have seen firsthand how outdoor advertising displays generate revenue and visibility for local economies and businesses. Yet extending the redevelopment agency exemption under the Outdoor Advertising Act simply continues a pattern of short-term fixes that avoid addressing the underlying issue. For more than a decade, this area of law has been managed through temporary extensions rather than a comprehensive solution.

There are over 40 former redevelopment agency legacy displays throughout California. A lasting resolution should address them directly - whether through targeted statutory changes to the Act, administrative adjustments, or simply bringing the displays into compliance with existing law. That approach is far more durable and legally sound than repeated exemptions, which only create uncertainty, increase risk, and jeopardize critical funding that supports thousands of jobs at the state and local level.

I encourage the Legislature and stakeholders to work with my Administration on a durable solution that provides stability while balancing economic benefits with the state's fiscal and regulatory responsibilities.

For this reason, I cannot sign this bill.

Sincerely,
Gavin Newsom

AB-770 (Mark González) - Advertising displays: convention centers.

Authorizes an ordinance adopted by the City of Los Angeles pertaining to outdoor advertising displays to provide a framework of allowable signage placement, sizing, and sequencing, as specified that is also consistent with provisions of existing outdoor advertising exemptions for Los Angeles.

Status: *Chapter 707, Statutes of 2025*

Passenger and Freight Rail

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

Prohibits 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, except if certain conditions are met.

Status: *Chapter 735, Statutes of 2025*

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

Allows the California Public Utilities Commission (CPUC) to establish an expedited review and approval process for railroad crossing applications that are uncontested and do not need additional review or evidentiary hearings.

Status: *Chapter 224, Statutes of 2025*

SB-667 (Archuleta) - Railroads: safety: wayside detectors: train length: emergency vehicle crossing.

Requires certain railroads to install wayside detectors every 10 to 15 miles; to limit the length of trains operating in the state; and to cut, separate or move a train blocking emergency vehicles at an at-grade crossing, as specified. Establishes penalties for this bill's violations and requires the California Public Utilities Commission (CPUC) to enforce those penalties.

Status: *Senate – Transportation Committee*

Ports and Goods Movement

SB-10 (Padilla) - Otay Mesa East Toll Facility Act: toll revenues.

Authorizes the San Diego Association of Governments (SANDAG) to utilize toll revenues from the SR 11/Otay Mesa Port of Entry (POE) to assist in the maintenance of the South Bay International Boundary and Water Commission sewage treatment facility and other infrastructure projects related to the Tijuana River.

Status: *Assembly – Transportation Committee*

SB-34 (Richardson) - Air pollution: South Coast Air Quality Management District: mobile sources: public seaports.

Imposes specified conditions and limits on actions by the South Coast Air Quality Management District (SCAQMD) to impose new or additional emissions reduction requirements on sources of air pollution associated with operation of the Ports of Long Beach and Los Angeles until 2031.

Status: *Vetoed*

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 34 without my signature.

This bill would impose new requirements on the South Coast Air Quality Management District (SCAQMD) for any adoption or amendment of a rule or regulation passed after July 1, 2025 that imposes new or additional emissions reduction requirements on sources of air pollution associated with port operations. The bill also would prohibit any port-related action that imposes a cap on cargo throughput or cruise ship passengers, or uses public funds to require or incentivize the use of automated or remotely operated equipment or supporting infrastructure. All these prohibitions and requirements would remain in effect until January 1, 2031.

California's ports are critical to the stability of our national and global supply chains and are relied upon by most Americans to meet their everyday needs. Today, our ports handle about 40 percent of the nation's containerized imports and 30 percent of our nation's exports, making them vital points in the flow of goods and commerce. At the same time, ports are also one of the most significant sources of local air pollution due to their reliance on fossil fuels. Over the past several years, our ports have made tremendous progress in building zero-emission infrastructure to reduce harmful air and climate pollution that benefits not just the ports, but also the surrounding communities.

With the current federal Administration directly undermining our state and local air and climate pollution reduction strategies, it is imperative that we maintain the tools we have and encourage cooperative action at all levels to avoid the worst health and climate impacts. To that end, I am encouraged by the productive discussions between the SCAQMD and the Ports of Los Angeles and Long Beach to identify and advance prudent air quality improvement measures and the SCAQMD's recent unanimous direction to staff to further their efforts to reach a Cooperative Agreement. This locally driven and collaborative approach toward reducing air and climate pollution is the type of consensus that should be supported and encouraged. This bill interferes with this approach, the progress made, and the ongoing good faith efforts made by the SCAQMD and the Ports of Los Angeles and Long Beach.

For this reason, I cannot sign this bill.

Sincerely,

Gavin Newsom

SB-263 (Gonzalez) - International trade: tariffs: impact study.

Requires the Governor's Office of Business and Economic Development (GOBiz) in consultation with the California State Transportation Agency (CalSTA) and the Department of Finance (DOF), to conduct a study on the impacts that increases in tariffs and reciprocal tariffs have on the state's international trade of imports and exports.

Status: *Vetoed*

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 263 without my signature.

This bill requires the Governor's Office of Business and Economic Development (GOBiz), in consultation with the California State Transportation Agency (CalSTA) and the Department of Finance, to conduct a study on how increases in tariffs and reciprocal tariffs affect the state's international trade of imports and exports.

The chaos brought by the Trump administration's trade policy is undisputed. California is pushing back through all avenues available, including challenging the legality of these actions in court. In addition to taking legal action, my Administration is actively assessing and responding to the impact of tariffs through various initiatives. GO-Biz's International Affairs and Trade Unit has produced a "Tariff Resource Guide" for businesses, and CalSTA's Freight Policy Team has developed a supply chain dashboard as they continuously coordinate with stakeholders from the logistics and supply chain community. We are also investing in improving and modernizing our own systems, including \$27 million in Go-Biz's Containerized Ports Interoperability Program and CalSTA's \$1.5 billion investment to build a more efficient, sustainable, and resilient supply chain across the state.

While I appreciate the author's intent to study the impacts of tariffs, this bill is duplicative of ongoing work; another study is not needed to understand the economic chaos created by the Trump administration.

For this reason, I cannot sign this bill.

Sincerely,
Gavin Newsom

SB-703 (Richardson) - Ports: truck drivers.

Requires a trucking company and certain truck drivers to provide the Port of Long Beach or the Port of Los Angeles (Ports) specific driver information, as specified and requires the Ports to publicly publish driver information on trucks entering the Ports a quarterly basis.

Status: *Vetoed*

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 703 without my signature.

This bill would require trucking companies and independent contractor truckers to annually provide the Ports of Long Beach and Los Angeles with information about their business structure and employees. It would also require each port to collect truck-related data, including the name listed on the truck's insurance policy. The ports would then publish both sets of information.

I appreciate the author's concern about the misclassification of truckers operating at the Port of Los Angeles and the Port of Long Beach. However, this bill would significantly disrupt port operations by requiring these ports to collect and retain information on thousands of trucks each day. Given the variety of information required to be collected, this process will be challenging to automate or streamline.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

AB-605 (Muratsuchi) - Lower Emissions Cargo Handling Equipment Pilot program.

Creates the Lower Emissions Cargo Handling Equipment (CHE) Pilot program to allow for deployment of CHE meeting certain emission standards under the program and requires CARB to not prohibit or penalize its use prior to the end of its useful life.

Status: *Senate – Environmental Quality Committee*

Public Transportation**SB-63 (Wiener) - San Francisco Bay area: local revenue measure: transportation funding.**

Creates the Transportation Revenue Measure District (District) to include Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties. Authorizes the District to impose, either directly or through a qualified voter initiative, a retail transaction and use tax, to be administered by the Metropolitan Transportation Commission (MTC), for a duration of 14 years, to be placed on the November 2026 ballot to fund transit operations for Bay Area transit operators. Requires certain transit operators receiving funds from the regional revenue measure to comply with a financial efficiency review and oversight recommendations, as specified.

Status: *Chapter 740, Statutes of 2025*

SB-71 (Wiener) - California Environmental Quality Act: exemptions: transit projects.

Expands and extends existing California Environmental Quality Act (CEQA) exemptions for transit projects and exempts Diesel-powered heavy rail projects meeting the "Tier 4" exhaust emissions standard if certain criteria are met, among other changes.

Status: *Chapter 742, Statutes of 2025*

SB-272 (Becker) - San Mateo County Transit District: job order contracting: pilot program.

Authorizes the San Mateo County Transit District (SamTrans) to enter into job order contracts (JOCs).

Status: *Chapter 310, Statutes of 2025*

SB-445 (Wiener) - Transportation: planning: complete streets facilities: sustainable transportation projects.

Requires Caltrans on or before February 1, 2027, instead of January 1, 2027, to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or a transit agency. Expresses the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects, as specified.

Status: *This bill was later amended to deal with the high-speed rail project.*

Assembly – Appropriations Committee – Held on Suspense

AB-761 (Addis) - Monterey-Salinas Transit District: sales and special taxes.

Authorizes the Monterey-Salinas Transit District (MST), upon the affirmative vote of at least two-thirds of its board of directors, to submit to voters a measure proposing a retail transactions and use tax (TUT) in accordance with TUT law.

Status: *Chapter 706, Statutes of 2025*

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

Makes a number of changes pertaining to the Alameda-Contra Costa Transit District's (AC Transit) board member elections and compensation.

Status: *Chapter 66, Statutes of 2025*

AB-1250 (Papan) - Transit operators: paratransit: recertification of eligibility.

Requires transit operators, on or before June 1, 2027, to use a streamlined recertification process, as specified, for persons who have previously been determined to be eligible for paratransit service to have their eligibility reviewed.

Status: *Chapter 725, Statutes of 2025*

Resolutions

SCR-78 (McGuire) - Detective Sergeant Ed Wilkinson, Deputy Sheriff Brent Jameson, and Deputy Sheriff Bliss Magly Memorial Overcrossing.

Designates the overcrossing on State Route 101 at Airport Boulevard, at postmile 26.356, in the County of Sonoma as the Detective Sergeant Ed Wilkinson, Deputy Sheriff Brent Jameson, and Deputy Sheriff Bliss Magly Memorial Overcrossing.

Status: *Chapter 163, Statutes of 2025*

SCR-79 (McGuire) - The Brad Mettam Memorial Interchange.

Designates the interchange on State Route 101 at Indianola Cutoff Undercrossing in the County of Humboldt as the “Brad Mettam Memorial Interchange.”

Status: *Chapter 155, Statutes of 2025*

SCR-90 (Grove) - Brigadier General Charles Young Memorial Highway.

Updates the name of a portion of State Highway 198 in the County of Tulare from the Colonel Charles Young Memorial Highway to the Brigadier General Charles Young Memorial Highway to reflect a posthumous promotion in 2021.

Status: *Chapter 164, Statutes of 2025*

ACR-16 (Gallagher) - The POW/MIA Bridge.

Designates the Feather River Bridge and Overhead of State Highway Route 20 in the Cities of Marysville and Yuba City as the POW/MIA Bridge.

Status: *Chapter 132, Statutes of 2025*

ACR-21 (Flora) - Galt Police Officer Harminder Grewal Memorial Highway.

Designates a specified portion of State Highway 99 in the County of San Joaquin as the “Galt Police Officer Harminder Grewal” Memorial Highway.

Status: *Chapter 175, Statutes of 2025*

ACR-37 (Wallis) - The Assistant Chief Josh Bischof, Captain Tim Rodriguez, and Pilot Tony Sousa Memorial Highway.

Designates the portion of State Route 10 from the Malki Road undercrossing to the East Cabazon Ramp overcrossing in the County of Riverside as the Assistant Chief Josh Bischof, Captain Tim Rodriguez, and Pilot Tony Sousa Memorial Highway.

Status: *Chapter 130, Statutes of 2025*

ACR-71 (Kalra) - Little Saigon Freeway.

Designates the portion of State Route 101, from Story Road, at postmile 34.224, to the junction with State Highway Route 280 and State Highway Route 680, at postmile 34.873, in the County of Santa Clara, as the Little Saigon Freeway.

Status: *Senate – Transportation Committee*

ACR-81 (DeMaio) - Border Patrol Agent Daniel H. Salazar Memorial Highway.

Designates the portion of SR 94 from Potrero Valley Road to Bell Valley Truck Trail in the County of San Diego as the “Border Patrol Agent Daniel H. Salazar Memorial Highway”, as specified.

Status: *Senate – Transportation Committee*

ACR-101 (Addis) - James Dean Memorial Highway.

Designates the portion of State Highway Route 46 in the County of San Luis Obispo from Cholame to Antelope Road as the James Dean Memorial Highway.

Status: *Senate – Transportation Committee*

Rules of the Road

SB-586 (Jones) - Off-highway motor vehicles: eMotos.

Classifies an "off-highway electric motorcycle" or "eMoto" as an off-highway motor vehicle (OHV) thereby requiring them to follow OHV rules, including displaying an identification plate or device issued by the Department of Motor Vehicles (DMV).

Status: *Chapter 588, Statutes of 2025*

SB-720 (Ashby) - Automated traffic enforcement system programs.

Establishes an alternative automated traffic enforcement program for local governments to enforce red light violations.

Status: *Chapter 782, Statutes of 2025*

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

Authorizes Caltrans to establish a five-year work zone speed safety pilot program to enforce speeding violations in highway maintenance and construction work zones using speed safety systems.

Status: *Chapter 684, Statutes of 2025*

AB-382 (Berman) - Pedestrian safety: school zones: speed limits.

Reduces the school zone speed limit from 25 miles per hour (mph) to 20 mph commencing, January 2031, and makes available signage and posting options at local agency discretion.

Status: *Chapter 555, Statutes of 2025*

AB-390 (Wilson) - Vehicles: highway safety.

Expands the existing slow down, move over law to require drivers to slow down and move over for any stationary vehicles, displaying flashing hazard lights or other warning device on the side of the highway.

Status: *Chapter 58, Statutes of 2025*

AB-435 (Wilson) - Vehicles: child passenger restraints.

Changes the definition of the proper use of a seatbelt to meet the requirements of a 5-Step test, as specified, on January 1, 2027.

Status: *Chapter 434, Statutes of 2025*

AB-1014 (Rogers) - Traffic safety: speed limits.

Extends to Caltrans the authority given to local authorities to lower speed limits by five miles per hour (mph).

Status: *Chapter 287, Statutes of 2025*

Streets and Highways

SB-467 (Laird) - Memorial highways: Memorial Highway Signage Fund.

Creates a fund in the State Treasury to cover Caltrans' costs in erecting signage for memorial highway designations for individuals selected by the Legislature who have promoted racial and gender equity.

Status: *Senate – Appropriations Committee – Held on Suspense*

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

Requires a lead agency for a transportation infrastructure project to incorporate appropriate wildlife passage features to feasibly avoid, minimize and mitigate further impairment to wildlife connectivity.

Status: *Senate – Appropriations Committee – Held on Suspense*

AB-978 (Hoover) - Department of Transportation and local agencies: streets and highways: recycled materials.

Changes recycled material's requirements for local agencies as they pertain to streets and highways, as specified.

Status: *Chapter 443, Statutes of 2025*

AB-1051 (Davies) - Route 76: Payómkawish Highway.

Designates portions, as specified, of State Highway Route (SR) 76 in San Diego County as the Payómkawish Highway.

Status: *Chapter 86, Statutes of 2025*

Transportation Funding and Finance

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

Creates the Transportation Revenue Measure District (District) to include Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties. Authorizes the District to impose, either directly or through a qualified voter initiative, a retail transaction and use tax, to be administered by the Metropolitan Transportation Commission (MTC), for a duration of 14 years, to be placed on the November 2026 ballot to fund transit operations for Bay Area transit operators. Requires certain transit operators receiving funds from the regional revenue measure to comply with a financial efficiency review and oversight recommendations, as specified.

Status: *Chapter 740, Statutes of 2025*

AB-761 (Addis) - Monterey-Salinas Transit District: sales and special taxes.

Authorizes the Monterey-Salinas Transit District (MST), upon the affirmative vote of at least two-thirds of its board of directors, to submit to voters a measure proposing a retail transactions and use tax (TUT) in accordance with TUT law.

Status: *Chapter 706, Statutes of 2025*

AB-1223 (Nguyen) - Local Transportation Authority and Improvement Act: Sacramento Transportation Authority.

Makes changes to the Sacramento Transportation Authority's (STA's) ability to impose a transactions and use tax (TUT) and the allowable expenditures from a TUT imposed by STA. Authorizes STA to issue bonds to finance costs of high-occupancy toll (HOT) lanes or other toll facilities within Sacramento County.

Status: *Chapter 724, Statutes of 2025*

Transportation Network Companies

SB-371 (Cabaldon) - Transportation network companies: insurance coverage.

Lowers uninsured/underinsured motorist (UM/UIM) coverage requirements for transportation network companies (TNCs) from \$1 million to \$60,000 per person and \$300,000 per incident from the moment a passenger enters the vehicle of a participating TNC driver until the passenger exits the vehicle.

Status: *Chapter 314, Statutes of 2025*

AB-1340 (Wicks) - Transportation network company drivers: labor relations.

Would establish the Transportation Network Company (TNC) Drivers Labor Relations Act to require bargaining for a sectoral agreement between TNCs and TNC Driver organizations. This bill would require the Public Employment Relations Board (PERB) to administer its provisions.

Status: *Chapter 335, Statutes of 2025*

Vehicles

SB-76 (Seyarto) - Vehicles: registration fees and penalties.

Requires DMV, by January 1, 2030, to waive delinquent registration fees and penalties when a transferee (purchaser) of a used vehicle applies for a transfer of registration and DMV determines that the fees and penalties accrued prior to the purchase of the vehicle. Any such delinquent fees and penalties would become the personal debt of the transferor (seller) of the vehicle, and would be subject to collection by DMV, as specified.

Status: *Vetoed*

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 76 without my signature.

Beginning January 1, 2030, this bill would require the Department of Motor Vehicles (DMV) to waive delinquent vehicle registration fees and penalties that became due before a private vehicle sale when the purchaser applied for transfer. The DMV would instead be required to recover those fees and penalties from the seller or transferor when they next register another vehicle or renew a driver's license.

This bill would exacerbate the structural insolvency of the Motor Vehicle Account (MVA), the primary funding source for the DMV and CHP. Shifting collection responsibility away from purchasers would reduce revenues, increase administrative costs, and deepen long-term deficits. In doing so, it would diminish resources available to support the CHP's critical public safety initiatives - including newly launched Crime Suppression Teams and regional crime-reduction partnerships - while also straining the DMV's digital transformation by imposing new duties even as funding is reduced.

As with other measures affecting the MVA, moving the operative date to a future year does not solve the underlying fiscal challenges - it only delays them. We must set a very high bar for any significant new fiscal commitments until the MVA structural deficit is addressed in a sustainable way.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

SB-349 (Archuleta) - Emergency vehicles: blue warning lights.

Authorizes parole officers to display a blue warning light from their emergency vehicles if the officer completes a certified training course on the operation of emergency vehicles.

Status: *Senate – Appropriations Committee – Held on Suspense*

SB-572 (Gonzalez) - Vehicles: advanced driver assistance system: crash reports.

Authorizes DMV to collect certain accident data from manufacturers of vehicles with specific types of advanced driver assistance system (ADAS) capabilities, as specified.

Status: *Assembly – Appropriations Committee – Held on Suspense*

SB-766 (Allen) - California Combating Auto Retail Scams (CARS) Act.

Establishes the California Combating Auto Retail Scams (CARS) Act to improve transparency, prohibit deceptive practices, and enhance consumer protections in the sale and lease of motor vehicles.

Status: *Chapter 354, Statutes of 2025*

SB-791 (Cortese) - Vehicle dealers: document processing charge.

Increases the document processing fee a car dealer is allowed to charge a customer to 1% of the cost of the vehicle up to \$260, and sunsets the provisions of this bill on January 1, 2031.

Status: *Vetoed*

Governor's Veto Message:

Governor's veto message: To the Members of the California State Senate:

I am returning Senate Bill 791 without my signature.

This bill authorizes car dealers to increase the document processing fee they can charge a customer from \$85 to 1 percent of the total price of the vehicle, up to \$260, until January 1, 2031.

At a time when Californians are already struggling with the high cost of living, this bill would raise the document processing fee to three times the current \$85 cap - far beyond what an inflation adjustment would justify. With no new state requirements and increasingly streamlined DMV processes, consumers could be charged hundreds more for only minutes of data entry.

For these reasons, I cannot sign this bill.

Sincerely,
Gavin Newsom

AB-435 (Wilson) - Vehicles: child passenger restraints.

Changes the definition of the proper use of a seatbelt to meet the requirements of a 5-Step test, as specified, on January 1, 2027.

Status: *Chapter 434, Statutes of 2025*

AB-438 (Hadwick) - Authorized emergency vehicles.

Authorizes the CHP Commissioner to issue an emergency vehicle permit to any vehicle owned by a county, city or city and county office of emergency services only while that vehicle is being used by an employee of that office in responding to any disaster.

Status: *Chapter 152, Statutes of 2025*

AB-525 (Lackey) - Basic Inspection of Terminals program: agricultural vehicles.

Extends the exclusion of agricultural vehicles from being subject to the Basic Inspection of Terminals (BIT) program from January 1, 2026, to January 1, 2031.

Status: *Chapter 61, Statutes of 2025*

AB-1085 (Stefani) - License plates: obstruction or alteration.

Makes it an infraction to manufacture in California a product or device that obscures, or is intended to obscure, a license plate by visual or electronic means and strengthens penalties against those who sell these products.

Status: *Chapter 179, Statutes of 2025*

Zero-Emission Vehicles and Technology

SB-533 (Richardson) - Electric vehicle charging stations: internet-based applications.

Allows electric vehicle (EV) charging stations at certain arenas to require customers to use an internet-based application to pay for charging services.

Status: *Chapter 770, Statutes of 2025*

SB-586 (Jones) - Off-highway motor vehicles: eMotos.

Classifies an "off-highway electric motorcycle" or "eMoto" as an off-highway motor vehicle (OHV) thereby requiring them to follow OHV rules, including displaying an identification plate or device issued by the Department of Motor Vehicles (DMV).

Status: *Chapter 588, Statutes of 2025*

SB-615 (Allen) - Vehicle traction batteries.

Requires, among other provisions, battery suppliers of vehicle traction batteries to be responsible for the end-of-life management of that battery and establishes a chain of custody as these batteries are repaired, repurposed, or recycled.

Status: *Assembly – Floor*

AB-1423 (Irwin) - Transportation electrification: electric vehicle charging stations: payment methods: uptime: regulations: violations.

Authorizes the California Energy Commission (CEC) to modify requirements for electric vehicle (EV) charger payment systems.

Status: *Chapter 192, Statutes of 2025*

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