California Traffic Control Devices Committee (CTCDC)
Agenda Item Report

Meeting Date: November 5, 2026 **Item Number:** 26-08	**From:** Timothy Kong, Caltrans
Sponsored By: Devang Vora, Caltrans	**Presented By:** Timothy Kong, Caltrans
Description: Legislative information for session year 2025-2026.	

Recommendation:

None.

Background:

A list of current legislative bills is being provided per CTCDC request. Included in the Attachments are bills from the previous session year 2023-2024 that were chaptered. For more information, refer to the following website:
https://leginfo.legislature.ca.gov/faces/home.xhtml

Attachments:

Attachment A – List of Legislative Bills for Session Year 2025-2026 (and Bills Chaptered in Session Year 2023-2024)

ATTACHMENT A

Attachment A – List of Legislative Bills for Session Year 2025-2026 (and Bills Chaptered in Session Year 2023-2024)

Legislative Bills for Session Year 2025-2026

BILL #	TOPIC OR DESCRIPTION	EXPLANATION	STATUS
AB 289	**State highway work zone speed safety program**	This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program (as that for City of Malibu in SB 1297) for speed enforcement that utilizes up to 125 speed safety systems on state highway construction or maintenance areas, as specified. The bill would require the department to adopt written guidelines for the use of speed safety systems before entering into an agreement regarding a speed safety system, purchasing or leasing equipment for a program, or implementing a program, and would require the department, in developing the guidelines, to consult with the Department of the California Highway Patrol and other relevant stakeholder organizations. The bill would only authorize the Department of Transportation to use and allow access to the photograph, video recording, other visual image, or administrative records for specified purposes. This bill would require the department, if it establishes the state highway work zone speed safety program on state highway construction or maintenance areas, to also implement requirement for a violation of a speed law recorded by a speed safety system to be subject only to civil penalties, as specified and among other things, the issuance of a notice of violation, an initial review, an administrative hearing, and an appeals process, as specified, for a violation under the speed safety pilot program. This bill would require the department to submit a report to the Legislature evaluating the state highway work zone speed safety program and its impact on state highway work zone safety no later than 2 years after the commencement of the program, and annually thereafter. The bill would require moneys generated from the issuance of citations to be deposited in the Safe Highway Work Zone Account, which the bill would create in the State Transportation Fund. The bill would require moneys in the account to be allocated, upon appropriation by the Legislature, to the department for administration of the program. This bill would require a $25 filing fee for an appeal challenging a notice of violation issued as a result of the department's speed safety program until January 1, 2032.	Approved by the Governor. Chaptered by Secretary of State - Chapter 684, Statutes of 2025. (10/13/25)

		Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest. This bill would make legislative findings to that effect.	
AB 382	**Pedestrian safety: school zones: speed limits**	This bill would, notwithstanding the above provision and until January 1, 2029, authorize a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of 20 miles per hour in a school zone. The bill would, beginning on January 1, 2029, establish a prima facie speed limit of 20 miles per hour in a school zone, as defined, subject to specified conditions, including, among others, when a school speed limit sign states "children are present" and children are present, as defined, and when a school speed limit sign states specific hours, as specified. By establishing new prima facie speed limits in school zones that would require changes to local speed limit signs, this bill would create a state-mandated local program. The bill would authorize a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of 15 miles per hour in a residence district on a highway with a posted speed limit of 30 miles per hour or slower in a school zone, or 25 miles per hour when approaching from a school zone at a distance of 500 to 1,000 feet, without the above-mentioned conditions, as specified. The bill would, for purposes of the above provisions, define "school zone" as an area of a highway within 500 feet of school grounds in any direction, unless otherwise posted, marked with appropriate signs giving notice of the area. Existing law defines a "speed trap," under certain circumstances, to mean, among other things, a particular section of a highway or state highway with a prima facie speed limit that is provided by law, as specified, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within a certain specified time period, and enforcement of the speed limit involves the use of radar or another specified electronic device. Existing law exempts application of that definition to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted by a local authority under certain conditions. This bill would change the definition of school zone for purposes of these provisions to conform with the definition of school zone described above. The California Constitution requires the state to reimburse local agencies and school districts for certain costs	Approved by the Governor. Chaptered by Secretary of State - Chapter 555, Statutes of 2025. (10/10/25)

		mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.	
AB 1014	**Traffic safety: speed limits**	This bill would authorize the Department of Transportation to additionally lower or retain the speed limit in specified circumstances. This bill would similarly authorize the department to set, on a highway that is not a freeway, a speed limit, or retain or restore the immediately prior adopted speed limit under specified circumstances. This bill would similarly authorize the department to set, by regulation, for a highway that is not a freeway, a 25- or 20-mile-per-hour prima facie speed limit. Existing law requires a local authority to issue only warning citations for specified speed limit violations for the first 30 days that a lower speed limit is in effect. This bill would instead impose this requirement on any peace officer.	Approved by the Governor. Chaptered by Secretary of State - Chapter 287, Statutes of 2025. (10/3/25)
AB 1379	**Vehicles: speed safety system pilot program**	Existing law authorizes, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a speed safety system pilot program if the system meets specified requirements. Existing law requires a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and requires the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. This bill would expand the list of cities authorized to establish a speed safety system pilot program as described above to include the City of Sacramento. This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Sacramento.	Re-referred to Com. on TRANS. (3/25/25)
SB 128	**Transportation**	This bill, until January 1, 2029, would authorize the Department of Transportation and local authorities to temporarily permit exclusive or preferential use of HOV lanes, high-occupancy toll lanes, and other lanes for vehicles displaying a distinctive decal, label, or other identifier issued by the Olympic and Paralympic Games organizers that clearly distinguishes the vehicle is being operated on the games route network during an Olympic	Approved by the Governor. Chaptered by Secretary of State. Chapter 16, Statutes of 2025. (6/27/25)

		and Paralympic Games period. The bill would require the decal, label, or other identifier to be approved by the Department of Transportation, in collaboration with the Department of the California Highway Patrol, and to display a serial number or identification number to verify that the decal, label, or other identifier is being used on the vehicle for which it is issued. This bill would appropriate $1,000 to the Department of Transportation to fund projects in support of the games route network and would authorize the Department of Finance to augment that amount, as specified.	
SB 455	**Electric bicycles**	Existing law governs the operation of motor vehicles and other devices, including, among other things, motor-driven cycles and motorized bicycles or mopeds. A violation of the Vehicle Code is a crime. This bill would revise the definitions of the above-described devices and refer to motorized bicycles as mopeds or low-power mopeds, as specified. The bill would, commencing July 1, 2026, require manufacturers and distributors of low-power mopeds to apply an etching, an engraving, or a label that is permanently affixed to each low-power moped that contains, among other things, a statement that the device is a low-power moped and not an electric bicycle. The bill would set forth provisions governing the operation of low-power mopeds, including, among other things, licensing and helmet requirements. The bill would exempt low-power mopeds from being classified as motor vehicles, thereby exempting these devices from specified financial responsibility, registration, and license plate requirements. The bill would authorize a local authority to regulate the parking and operation of low-power mopeds on local streets and highways, as specified. Because a violation of these provisions would be a crime, the bill would impose a state-mandated local program. The bill would also prohibit 2-wheeled or 3-wheeled devices from operating on any highway or public right-of-way unless the device meets the definition of a device that is explicitly defined in, and authorized for use on a highway or public right-of-way by, the Vehicle Code. The bill would authorize 2-wheeled or 3-wheeled devices that do not meet the above requirements to only be operated on private property or in off-highway environments, as specified. Because a violation of these provisions would be a crime, the bill would impose a state-mandated local program.	May 23 hearing: Held in committee and under submission. (5/23/25)
SB 480	**Autonomous vehicles**	This bill would, commencing January 1, 2026, authorize an autonomous vehicle to be equipped with automated driving system (ADS) marker lamps in accordance with specified standards. For purposes of this provision, the bill would define an "ADS marker lamp" as a device that emits a light to indicate when an ADS is engaged in the	Approved by the Governor. Chaptered by Secretary of State. Chapter 415, Statutes of 2025. (10/6/25)

		operation of the vehicle. The bill would also make conforming changes.	
SB 671	**Pedestrian crossing signals**	At crosswalks with state-owned or -operated traffic-actuated signals and pedestrian hybrid beacons with pedestrian signal heads, this bill would require the walk indication and other visual signals to comply with CA MUTCD. The bill would require these pedestrian signal heads to have an APS pushbutton or touch-free APS that activates "WALK" or "DON'T WALK" intervals and other visual signals at signalized intersections in nonvisual formats. The bill would require touch-free APS to be installed at new signalized pedestrian crossings on capital projects on the state highway system, encroachment projects, and highway maintenance-funded projects, as specified. The bill would require, as soon as practicable, all existing state-owned or -operated traffic signals located in certain areas to be identified and recorded in the Department of Transportation management system (TMS) inventory database to assist future annual operational review requirements and coordination with local agencies for delegated signals. The bill would require LPIs to be implemented at these existing state-owned or -operated traffic signals locations at the next opportunity for regularly scheduled operational reviews. The bill would require local agencies to report the implementation of LPIs at locations where local agencies are operating state-owned traffic-actuated signals so these locations can be included in the TMS inventory database. By placing new requirements on local agencies, this bill would create a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.	Approved by the Governor. Chaptered by Secretary of State. Chapter 326, Statutes of 2025. (10/3/25)

SB 720	**Automated traffic enforcement system programs**	This bill would additionally authorize a city, county, or city and county to establish an automated traffic enforcement system program to use those systems to detect a violation of a traffic control signal, if the system meets specified requirements. The bill would require a violation of a traffic control signal that is recorded by an automated traffic enforcement system to be subject only to a $100 civil penalty, as specified. The bill would, among other things, provide for the issuance of a notice of violation, an initial review, an administrative hearing, and an appeals process, as specified, for a violation under this program. The bill would clarify that a local jurisdiction may utilize an automated traffic enforcement system pursuant to these provisions or the above-described provisions authorizing the utilization of an automated traffic enforcement system. This bill would require a $25 filing fee for an appeal challenging a notice of violation issued as a result of an automated traffic enforcement system. Existing provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest. This bill would make legislative findings to that effect.	Approved by the Governor. Chaptered by Secretary of State. Chapter 782, Statutes of 2025. (10/13/25)

Bills Chaptered in Session Year 2023-2024

BILL #	TOPIC OR DESCRIPTION	EXPLANATION	STATUS
AB 413	**Vehicles: stopping, standing, and parking.**	Prohibits the stopping, standing, or parking of a vehicle within 20 feet of any unmarked or marked crosswalk.	Approved by Governor. Chaptered by Secretary of State - Chapter 652, Statutes of 2023. (10/10/23)
AB 645	**Vehicles: speed safety system pilot program.**	Establishes an automated speed safety pilot program.	Approved by Governor. Chaptered by Secretary of State - Chapter 808, Statutes of 2023. (10/13/23)
AB 776	**Route 210.**	Requires the California Department of Transportation (Caltrans) to work with certain entities, including, but not limited to, California Indian tribes local to, or historically located along Route 210, to identify locations for signs to recognize tribal lands along Route 210 in Los Angeles and San Bernardino counties.	Approved by Governor. Chaptered by Secretary of State - Chapter 543, Statutes of 2023. (10/8/23)

AB 971	**Vehicles: transit-only traffic lanes.**	Clarifies local authorities may permit other vehicles in transit only traffic lanes.	Approved by Governor. Chaptered by Secretary of State - Chapter 672, Statutes of 2023. (10/10/23)
AB 1320	**California Manual on Uniform Traffic Control Devices: supplemental destination signs: museums.**	Directs the California Department of Transportation (Caltrans) to allow signs that designate museums to be placed alongside highways. Specifically, this bill directs Caltrans to amend, in the next addition or revision, the California Manual on Uniform Traffic Control Devices (MUTCD) to allow supplemental destination signs for publicly owned and private nonprofit museums that have minimum annual attendance of 50,000 people and that are within five miles from the highway.	Approved by Governor. Chaptered by Secretary of State - Chapter 127, Statutes of 2023. (7/27/23)
AB 2367	**Highways: supplemental destination signs: state special schools**	Require the Department of Transportation (Caltrans), in the next revision of the California Manual on Uniform Traffic Control Devices, to allow supplemental destination signs for a state special school that is located within 5 miles of the highway, regardless of whether the state special school is located in a major metropolitan area, urbanized area, or rural area.	Approved by Governor. Chaptered by Secretary of State - Chapter 152, Statutes of 2024. (7/18/24)
AB 2698	**Route 405: Little Saigon Freeway.**	Specify that Route 405 from Bolsa Chica Road to Bolsa Avenue in the County of Orange shall be known and designated as the Little Saigon Freeway, and would require the department to determine the cost of appropriate signs showing that special designation and, upon receiving donations from nonstate sources sufficient to cover the cost, to erect those signs, as specified.	Approved by the Governor. Chaptered by Secretary of State - Chapter 574, Statutes of 2024. (9/25/24)
SB 506	**Public Utilities Commission: railroads: colored pavements marking project.**	Requires the California Public Utilities Commission (CPUC) to develop and implement a colored pavement markings project at one or more at grade highway-railroad crossings, if authorized by federal law or regulation.	Approved by Governor. Chaptered by Secretary of State - Chapter 288, Statutes of 2023. (9/30/23)
SB 689	**Local coastal program: bicycle lane: amendment.**	An application by a local government to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway shall not require a traffic study for the processing of either a coastal development permit or an amendment to a local coastal program. The bill would require, if a proposal to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway within the developed portion of an existing road right-of-way requires an amendment to a local coastal program, that the amendment be processed, in accordance with	Approved by the Governor. Chaptered by Secretary of State. Chapter 445, Statutes of 2024. (9/22/24)

		the procedures applicable to de minimus local coastal program amendments if the executive director of the commission makes specified determinations.	
SB 1216	**Transportation projects: Class III bikeways: prohibition.**	Defines "sharrow" as the pavement marking used to inform road users that bicyclists might occupy the travel lane. Prohibit, on and after January 1, 2025, an agency responsible for the development or operation of bikeways or highways where bicycle travel is permitted from installing a new sharrow on a highway that has a posted speed limit greater than 30 miles per hour, except as specified. Prohibit, on and after January 1, 2026, the commission from adding a project that creates a Class III bikeway or a sharrow to the program of projects, except as specified. Require the commission to make conforming changes to its guidelines regarding project eligibility and project selection for the program of projects, as specified.	Approved by Governor. Chaptered by Secretary of State - Chapter 788, Statutes of 2024. (9/27/24) Incorporated in CA MUTCD Revision 9.
SB 1297	**The City of Malibu's speed safety system pilot program.**	Authorize, until January 1, 2032, the City of Malibu to establish a similar speed safety system pilot program (as the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco, if the system meets specified requirements) for speed enforcement that utilizes up to 5 speed safety systems on the Pacific Coast Highway. Require the City of Malibu to also implement the speed safety system provisions in the existing law, if it establishes the speed safety system program on the Pacific Coast Highway. Additionally require the City of Malibu to enter into an agreement with the Department of Transportation regarding the use of any excess revenue for traffic-calming measures on the Pacific Coast Highway, in the City of Malibu. Require a $25 filing fee for an appeal challenging a notice of violation issued as a result of the City of Malibu's speed safety system program until January 1, 2032. Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest. Make legislative findings to that effect. Make legislative findings and declarations as to the necessity of a special statute for the City of Malibu.	Approved by the Governor. Chaptered by Secretary of State. Chapter 631, Statutes of 2024. (9/27/24)