

Date of Hearing: May 13, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Buffy Wicks, Chair

AB 2267 (Garcia) – As Amended March 24, 2026

Policy Committee: Transportation Vote: 14 - 0

Urgency: No State Mandated Local Program: No Reimbursable: No

SUMMARY:

This bill requires the Department of Transportation (Caltrans) (a), by July 1, 2028, incorporate suicide deterrent considerations in the updates of applicable guidance documents and (b), by July 1, 2029, develop and maintain a set of preapproved suicide prevention safety-barrier designs that local governments may use to install suicide prevention barriers.

FISCAL EFFECT:

This bill will create significant new analytical and administrative work for Caltrans to identify best practices and update guidance documents. Caltrans estimates the resulting costs at \$477,000 (State Highway Account) for each of three years to fund two limited-term positions. In addition, Caltrans estimates it will need, following the initial three-year period, one permanent position at a cost of \$258,000 to collaborate with the Department of Public Health, local agencies and other stakeholders; initiate various meetings; review encroachment permits and regularly modify guidance documents.

Caltrans describes the work required by this bill as related, but additional to, work it is undertaking pursuant to recently enacted legislation (see below).

COMMENTS:

For a variety of reasons, certain bridges and overpasses are frequently the sites of suicides. The Golden Gate Bridge, in particular, has long been a common spot for suicides, and attempted suicides, so much so that a suicide barrier now spans the entire length of the bridge. And the barrier seems effective at preventing or deterring suicide attempts, at least at that location: the Assembly Committee on Transportation reports that, since the barrier was installed, suicides and attempted suicides from the bridge have decreased by 73% and 34%, respectively.

Sadly, many of the state's other bridges and overpasses, too, attract those contemplating suicide. Such has been the case in the City of Rancho Cucamonga, where two suicides occurred on the Haven Avenue overpass onto the 210 Freeway.

Last year, the Legislature approved SB 800 (Reyes), Chapter 427, Statutes of 2025, which directs Caltrans, by July 1, 2028, and in consultation with the Department of Public Health, to incorporate suicide deterrent considerations in the updates of applicable guidance documents.

The author contends local government is ready to act to include measures that help prevent such suicides and attempted suicides, yet Caltrans is slow to act. According to the author:

Many local governments are willing to take decisive action and are willing to pay to do so but face a broken approval process. When the City of Rancho Cucamonga committed its own funds to install suicide prevention barriers in response to these repeated tragedies, the Caltrans design approval process took nearly a year, during which additional attempts occurred.

Similarly, the Mayor of Rancho Cucamonga, writing on behalf of the city—the sponsor of this bill—asserts “By reducing administrative and technical barriers, it allows willing jurisdictions to act quickly to prevent loss of life, aligns transportation planning with public health objectives, and ensures that state policy translates into tangible, life-saving improvements on the ground.”

There is no opposition registered against this bill.

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