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## SENATE COMMITTEE ON APPROPRIATIONS

Senator Anna Caballero, Chair  
2025 - 2026 Regular Session

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

**Version:** June 25, 2025

**Urgency:** No

**Hearing Date:** August 25, 2025

**Policy Vote:** TRANS. 11 - 4

**Mandate:** No

**Consultant:** Mark McKenzie

**Bill Summary:** AB 891 would require the Department of Transportation (Caltrans) to develop a Quick-Build Pilot Program to expedite the development and implementation of low-cost improvements, including bicycle and pedestrian facilities, on the state highway system.

#### **Fiscal Impact:**

- Caltrans estimates costs of approximately \$780,000 annually in staff resources for the duration of the pilot program (through 2030) to: develop pilot program guidance; develop standards, specifications, and approval processes for quick-build projects and materials; create and maintain an approved products list; develop outreach and engagement guidance; and conduct project selection. (State Highway Account)
- Unknown capital and support costs, at least in the low to mid millions of dollars, to plan and deliver at least six quick-build pilot program projects, depending on the scope and chosen delivery approach of the pilot projects. (various funds)

**Background:** Existing law establishes the Active Transportation Program (ATP) within Caltrans for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. The CTC adopts guidelines for each cycle of funding and allocates the moneys in 4-year cycles to cities, counties, and regional agencies responsible for the development or operation of bikeways and roadways where bicycle travel is permitted, using minimum safety design criteria developed by Caltrans, as specified.

According to Caltrans guidance, quick-build projects are interim capital improvement projects that further the goals of the ATP. These projects require minor construction and are built with durable, low to moderate cost materials, and last from one year to five years. A quick-build project is intended to immediately address safety needs by allowing a community to benefit quickly from improvements made while providing the opportunity to test project improvements before they are permanently constructed. Unlike traditional capital projects, quick-build projects can be adjusted and may be changed based on community input and further technical analysis over time. Examples of quick-build improvement types include barrier elements (such as raised lane separators, delineator posts, self-watering planters, and barricades), surface treatments (such as street bond pavement coatings, asphalt pain, epoxy gravel, and city benches), street furniture, and signage.

**Proposed Law:** AB 891 would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements, including bicycle and

pedestrian facilities, on the state highway system, as specified. The bill would:

- Define a “quick-build improvement” to include work related to the installation of signage, lane markings, and other low-cost measures to improve the safety of bicycle and pedestrian facilities on the state highway system.
- Require Caltrans to develop and publish all necessary guidance for the deployment of quick-build improvements by December 31, 2027.
- Require Caltrans to identify and commit to funding a minimum of six quick-build improvements statewide under the pilot program.
- Sunset the bill’s provisions on January 1, 2030.

**Related Legislation:** SB 960 (Wiener), Chap. 630/2024, included provisions requiring facilities for pedestrians and bicyclists to be incorporated into State Highway Operation and Protection Program projects, to the extent feasible.

AB 2290 (Friedman), which was held on this Committee’s Suspense File last year, would have required Caltrans to establish the Bikeway Quick-Build Project Pilot Program, and to implement one bikeway quick-build project in each district by December 31, 2027.

**Staff Comments:** This bill is intended to facilitate the near-term implementation of relatively simple roadway improvements, such as bikeway and intersection improvements, that increase roadway safety, especially for vulnerable road users who are not in motor vehicles. As the author states: “By developing quick-build projects on the state highway system, we can deliver critical safety infrastructure faster while allowing local jurisdictions to plan for more permanent, community-driven solutions over time.”

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