



AGENDA

Legislative Policy Committee Meeting

April 8, 2026

Start Time: 9:25 AM

Location

San Bernardino County Transportation Authority
First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410

Legislative Policy Committee Membership

Chair - President

Rick Denison, Council Member
Town of Yucca Valley

Frank Navarro, Mayor
City of Colton

Vice Chair – Vice President

Joe Baca, Jr., Supervisor
County of San Bernardino

Larry McCallon, Council Member
City of Highland

John Dutrey, Mayor
City of Montclair

Past President

Ray Marquez, Vice Mayor
City of Chino Hills

Alan Wapner, Mayor Pro Tem
City of Ontario

Art Bishop, Council Member
Town of Apple Valley

Jesse Armendarez, Supervisor
County of San Bernardino

**San Bernardino County Transportation Authority
San Bernardino Council of Governments**

AGENDA

Legislative Policy Committee

**April 8, 2026
9:25 AM**

**Location
SBCTA Office
First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410**

Items listed on the agenda are intended to give notice to members of the public of a general description of matters to be discussed or acted upon. The posting of the recommended actions does not indicate what action will be taken. The Board may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional ***“Meeting Procedures”*** and agenda explanations are attached to the end of this agenda.

CALL TO ORDER

(Meeting Chaired by Rick Denison)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications – Julie Perales

Public Comment

Brief Comments from the General Public

Possible Conflict of Interest Issues

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

1. Information Relative to Possible Conflict of Interest

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

This item is prepared monthly for review by Board and Committee members.

Pg. 9

DISCUSSION ITEMS

Discussion - Legislative/Public Outreach

2. State Legislative Update

Pg. 10

A. Receive the April 2026 State Legislative Update relating to the following:

- Transportation; and
- Council of Governments.

B. Provide direction as to positions on bills as appropriate.

- Transportation; and
- Council of Governments.

Presenter: Louis Vidaure

This item is not scheduled for review by any other policy committee or technical advisory committee.

3. Bill Position Recommendations

Pg. 53

That the Legislative Policy Committee, on behalf of the San Bernardino County Transportation Authority/San Bernardino Council of Governments Board of Directors, adopt the following recommended positions:

A. Approve a support position on Assembly Bill (AB) 1708 by Assemblyman Jose Luis Solache regarding funding to cities through the State's Homeless Housing, Assistance, and Prevention Grant Program.

B. Approve a support position on AB 2002 by Assemblyman Jose Luis Solache regarding the codification of the Regional Early Action Planning program.

C. Approve a support position on AB 2059 by Assemblywoman Lori Wilson regarding establishing a cap on Vehicle Miles Traveled mitigation costs on transportation projects in rural counties.

D. Approve a support position on AB 2267 by Assemblyman Robert Garcia regarding establishment of statewide suicide-prevention design standards for new bridge construction and major rehabilitation projects.

E. Approve an oppose position on AB 2560 by Assemblyman Nick Shultz regarding codification of the investment framework and guiding principles of Climate Action Plan for Transportation Infrastructure.

F. Approve an oppose position on AB 2508 by Assemblyman Josh Hoover regarding the establishment of the Public Utilities Public Purpose Programs Fund.

Presenter: Louis Vidaure

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item.

4. Federal Legislative Update

Pg. 116

Receive the April 2026 Federal Legislative Update and provide direction as appropriate, relating to the following:

- Transportation; and
- Council of Governments.

Presenter: Louis Vidaure

This item is not scheduled for review by any other policy committee or technical advisory committee.

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

Pg. 119

Acronym List

Pg. 120

Mission Statement

Pg. 123

The next Legislative Policy Committee meeting is scheduled for May 13, 2026.

Meeting Procedures and Rules of Conduct

Meeting Procedures - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility & Language Assistance - The meeting facility is accessible to persons with disabilities. A designated area is reserved with a microphone that is ADA accessible for public speaking. A designated section is available for wheelchairs in the west side of the boardroom gallery. If assistive listening devices, other auxiliary aids or language assistance services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at clerkoftheboard@gosbcta.com and the office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Service animals are permitted on SBCTA's premises. The ADA defines service animals as dogs or miniature horses that are individually trained to do work or perform tasks for people with disabilities. Under the ADA, service animals must be harnessed, leashed, or tethered, unless these devices interfere with the service animal's work, or the individual's disability prevents using these devices. In that case, the individual must maintain control of the animal through voice, signal, or other effective controls.

Members of the Board of Directors and any Policy Committee with a disability may participate in any meetings of their respective legislative bodies by remote participation as a reasonable accommodation in accordance with Government Code Sec. 54953(c).

Accesibilidad y asistencia en otros idiomas - Las personas con discapacidad pueden acceder a la sala de reuniones. Se reserva una zona designada con un micrófono accesible que cumple con los requisitos de la ADA para hablar en público. Una sección designada está disponible para sillas de ruedas en el lado oeste de la galería de la sala de reuniones. Si se necesitan dispositivos de ayuda auditiva, otras ayudas auxiliares o servicios de asistencia en otros idiomas para participar en la reunión pública, las solicitudes deben presentarse al Secretario de la Junta al menos tres (3) días hábiles antes de la fecha de la reunión de la Junta. Puede comunicarse con el Secretario llamando al (909) 884-8276 o enviando un correo electrónico a clerkoftheboard@gosbcta.com. La oficina se encuentra en 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Los animales de servicio están permitidos en las instalaciones de SBCTA. La ADA define a los animales de servicio como perros o caballos miniatura que son entrenados individualmente para hacer trabajo o realizar tareas para personas con discapacidades. Según la ADA, los animales de servicio deben tener un arnés o ser atados, a menos que estos dispositivos interfieran con el trabajo del animal de servicio, o que la discapacidad de la persona impida el uso de estos dispositivos. En ese caso, la persona debe mantener el control del animal a través de su voz, señales u otros controles efectivos.

Los miembros de la Junta Directiva y de cualquier Comité de Políticas que tengan una discapacidad podrán participar en cualquier reunión de sus respectivos órganos legislativos mediante participación remota como una adaptación razonable de conformidad con el artículo 54953(c) del Código de Gobierno.

Agendas – All agendas are posted at www.gosbcta.com/board/meetings-agendas/ at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3rd Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting.

Agenda Actions – Items listed on both the “Consent Calendar” and “Discussion” contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

Closed Session Agenda Items – Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the President of the Board or Committee Chair (“President”) will announce the subject matter of the closed session. If reportable action is taken in closed session, the President shall report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Any individual who wishes to share written information with the Board may provide 35 copies to the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at clerkoftheboard@gosbcta.com, no later than 2:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Written information received after the 2:00 pm deadline will not be distributed. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment from any members of the public who haven't already commented on the item during the meeting.

Public Comment –An opportunity is also provided for members of the public to speak on any subject within the Board's jurisdiction. Matters raised under “Public Comment” will not be acted upon at that meeting. See “Public Testimony on an Item” and “Agenda Actions”, above.

Disruptive or Prohibited Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the President may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner.

Your cooperation is appreciated!

**General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Attendance.

- The President of the Board or Chair of a Policy Committee (Chair) has the option of taking attendance by Roll Call. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name.
- A Member/Alternate who arrives after attendance is taken shall announce his/her name prior to voting on any item.
- A Member/Alternate who wishes to leave the meeting after attendance is taken but before remaining items are voted on shall announce his/her name and that he/she is leaving the meeting.

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee. Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.
- The “aye” votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion shall individually and orally state the Member’s “nay” vote or abstention. Members present who do not individually and orally state their “nay” vote or abstention shall be deemed, and reported to the public, to have voted “aye” on the motion.
- Votes at teleconferenced meetings shall be by roll call, pursuant to the Brown Act, or, at any meeting, upon the demand of five official representatives present or at the discretion of the presiding officer.

The Vote as specified in the SBCTA Administrative Code and SANBAG Bylaws.

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the Alternate shall be entitled to vote. (Note that Alternates may vote only at meetings of the Board of Directors, Metro Valley Study Session and Mountain/Desert Policy Committee.)

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the Chair shall ask the maker of the original motion if he or she would like to amend the motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a Member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively, and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time to time, circumstances may require deviation from general practice (but not from the Brown Act or agency policy).
- Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

Revised March 2014

Revised May 4, 2016

Revised June 7, 2023

Minute Action

AGENDA ITEM: 1

Date: April 8, 2026

Subject:

Information Relative to Possible Conflict of Interest

Recommendation:

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background:

In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$500 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

| Item No. | Contract No. | Principals & Agents | Subcontractors |
|----------|--------------|---------------------|----------------|
| | | <i>None</i> | |

Financial Impact:

This item has no direct impact on the budget.

Reviewed By:

This item is prepared monthly for review by Board and Committee members.

Responsible Staff:

Molly Wiltshire, Director of Legislative and Public Affairs

Approved
Legislative Policy Committee
Date: April 8, 2026

Witnessed By:

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 2

Date: *April 8, 2026*

Subject:

State Legislative Update

Recommendation:

A. Receive the April 2026 State Legislative Update relating to the following:

- Transportation; and
- Council of Governments.

B. Provide direction as to positions on bills as appropriate.

- Transportation; and
- Council of Governments.

Background:

2026 Legislative Session:

Throughout March, hundreds of bills were amended and referred to their appropriate policy committees in each house. While we have seen the first wave of hearings occur, the bulk of the hearings will occur throughout April. Furthermore, all the fiscal bills will need to be out of their respective policy committees by April 24, 2026, and will then move to the Appropriations Committee.

Regarding budget negotiations, the respective budget sub-committees continue to work through the Governor's budget proposals. The Assembly Budget Subcommittee 4 met earlier in March to hear from the Administration regarding the Greenhouse Gas Reduction Fund (GGRF) funding plan now that Senate Bill (SB) 840 is in place.

The Governor's January Budget proposed to fund Transit and Intercity Rail Capital Program (TIRCP) at \$283 million (out of a total allowable amount of \$400 million), and Low Carbon Transit Operations Program (LCTOP) at \$141 million (out of a total allowable amount of \$200 million). This was met with concern by members of the subcommittee and stakeholders alike.

The Administration is proposing new funding categories within the GGRF tier system, including shifting additional state administrative costs into Tier 1. This could further reduce the likelihood that TIRCP and LCTOP, both currently in Tier 3, receive their full funding allocations in the foreseeable future.

Many transit advocates urged the Subcommittee to maintain prior funding commitments established under SB 125 (2023), specifically the Zero Emission Transit Capital Program, which funds both transit capital and operations. Several legislators also called for honoring previously committed funding levels of \$230 million in Fiscal Year (FY) 2026-27 and \$460 million in FY 2027-28. The Senate Budget Subcommittee 2 will hear similar items in early April.

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Legislative Policy Committee Agenda Item

April 8, 2026

Page 2

Upcoming Legislative Dates 2026

March 26 – April 3 Spring Recess

April 24 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house.

May 1 Last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house.

May 8 Last day for policy committees to meet prior to June 1.

May 15 Last day for fiscal committees to hear and report to the Floor bills introduced in their house. Last day for fiscal committees to meet prior to June 1.

Attachment A contains a list of legislative bills that San Bernardino County Transportation Authority (SBCTA)/San Bernardino Council of Governments (SBCOG) have taken a position on. Attachment B reflects bills of interest to SBCTA and SBCOG.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Louis Vidaure, Legislative Analyst

Approved
Legislative Policy Committee
Date: April 8, 2026

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

**SAN BERNARDINO COUNTY
 TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
 LEGISLATIVE BILL POSITIONS - April 2026**

| Legislation / Author | Description | Bill Status | Position | Date Position Adopted |
|------------------------|--|---|----------|-----------------------|
| AB 334 (Petrie-Norris) | Would allow California tolling agencies to share all necessary toll information with out of state tolling agencies to aide in implementation of national interoperability. | Failed Senate Floor deadline to be acted upon, two-year bill. (9/13/25) | Support | 3/12/2025 |

Attachment: Bill position matrix 4-26 (12073 : State Legislative Update)

Status Report
Wednesday, March 25, 2026

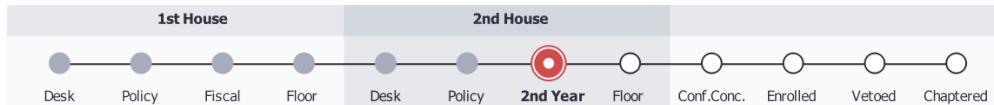
Sorted by: Measure
Wednesday, 03/25/2026

AB 6 (Ward, D) Residential developments: building standards: review.

Introduced: 12/02/2024

Last Amended: 05/05/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/14/2025)(May be acted upon Jan 2026)



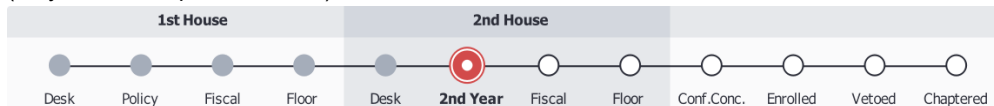
Location: 08/29/2025 - Senate 2 YEAR

Summary: Existing law, the California Building Standards Law, establishes the California Building Standards Commission (commission) within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code (code). Existing law requires the commission to publish, or cause to be published, editions of the code in its entirety once every 3 years. Existing law requires the building standards and rules and regulations to impose substantially the same requirements as are contained in the most recent editions of specified international or uniform industry codes, including the International Residential Code of the International Code Council. Existing law establishes the Department of Housing and Community Development (department) in the Business, Consumer Services, and Housing Agency and requires the department to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would require the department to convene a working group no later than December 31, 2026, to research and consider identifying and recommending amendments to state building standards allowing residential developments to be built under the requirements of the California Residential Code, as specified. The bill would require the department, no later than December 31, 2027, 2028, to provide a one-time report of its findings to the Legislature in the annual report described above. The bill, if the report identifies and recommends amendments to building standards, would require the department to research, develop, and consider proposing the standards for adoption by the commission, as specified. For the purposes of these provisions, the bill would authorize the department to exceed the scope and application of the International Residential Code to allow residential developments of between 3 and 10 units to be designed and constructed under the requirements of the California Residential Code. This bill contains other related provisions and other existing laws. (Based on 05/05/2025 text)

AB 11 (Lee, D) The Social Housing Act.

Introduced: 12/02/2024

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was HOUSING on 6/11/2025) (May be acted upon Jan 2026)



Location: 07/17/2025 - Senate 2 YEAR

Summary: Existing law creates a housing authority in each county or city, which functions upon the adoption of a specified resolution by the relevant governing body. Existing law authorizes these housing authorities, within their jurisdictions, to construct, reconstruct, improve, alter, or repair all or part of any housing project. Existing law establishes various programs that provide housing assistance. This bill would enact the Social Housing Act and would create the California Housing Authority as an independent state body, the mission of which would be to ensure that social housing developments that are produced and acquired align with the goals of eliminating the gap between housing production and regional housing needs assessment targets and preserving affordable housing. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed or authorized by the authority would be owned by the authority. This bill contains other related provisions. (Based on 12/02/2024 text)

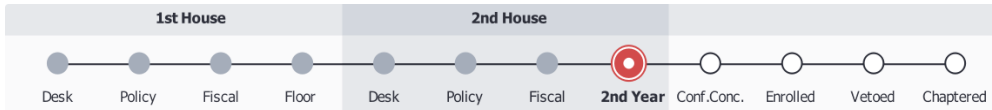
AB 33 (Aguilar-Curry, D) Autonomous vehicles.

Introduced: 12/02/2024

Last Amended: 06/30/2025

Status: 09/11/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/9/2025) (May be acted upon Jan 2026)

Attachment: Bill Report 4-26 (12073 : State Legislative Update)



Location: 09/11/2025 - Senate 2 YEAR

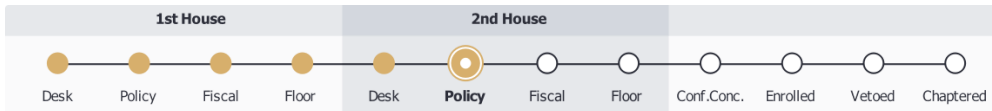
Summary: Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. A violation of the Vehicle Code or a local ordinance adopted pursuant to that code is an infraction. This bill would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human safety operator on any highway within the State of California. The bill would make a first violation of this provision subject to a \$10,000 administrative fine and a \$25,000 administrative fine for subsequent violations. The bill would authorize the department to suspend or revoke the permit of an autonomous vehicle manufacturer for repeated violations of this provision. This bill contains other related provisions. (Based on 06/30/2025 text)

AB 69 (Calderon, D) FAIR Plan policy notices and renewals.

Introduced: 12/10/2024

Last Amended: 09/11/2025

Status: 09/11/2025 - Senate Rule 29.3(b) suspended. (Ayes 29. Noes 10.) From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on INS.



Location: 06/18/2025 - Senate Insurance

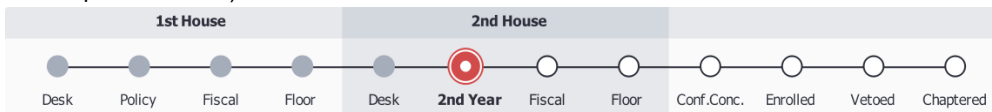
Summary: The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate to administer a program for the equitable apportionment of basic property insurance for persons who are unable to obtain that coverage through normal channels. Existing law requires the association to implement programs to help reduce the number of existing FAIR Plan policies. This bill would require the association to provide all policyholders with a notice regarding their coverage options at least annually, including with the initial policy issuance and upon each renewal. (Based on 09/11/2025 text)

AB 259 (Rubio, Blanca, D) Open meetings: local agencies: teleconferences.

Introduced: 01/16/2025

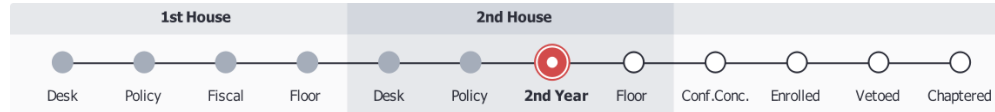
Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)



Location: 07/17/2025 - Senate 2 YEAR

Summary: Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Existing law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. This bill contains other related provisions and other existing laws. (Based on 04/21/2025 text)

AB 261 (Quirk-Silva, D) Fire safety: fire hazard severity zones: State Fire Marshal.**Introduced:** 01/16/2025**Last Amended:** 07/10/2025**Status:** 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)**Location:** 08/28/2025 - Senate 2 YEAR

Summary: Existing law requires the State Fire Marshal to classify lands within state responsibility areas into fire hazard severity zones, and, by regulation, designate fire hazard severity zones and assign to each zone a rating reflecting the degree of severity of fire hazard that is expected to prevail in the zone. Existing law requires the State Fire Marshal to periodically review designated and rated zones and, as necessary, revise zones or their ratings or repeal the designation of zones. Existing law also requires the State Fire Marshal to identify areas in the state that are not state responsibility areas as moderate, high, and very high fire hazard severity zones based on consistent statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas, and to periodically review and, as necessary, make recommendations relative to very high fire hazard severity zones. This bill would prohibit the State Fire Marshal's determination of fire hazard severity zone, in both state responsibility areas and lands that are not state responsibility areas, from being based on risk mitigation activities. The bill would, as applied to both state responsibility areas and lands that are not state responsibility areas, authorize the State Fire Marshal, in periods between the State Fire Marshal's review of areas of the state for recommendations regarding an area's fire hazard severity zone, to confer with entities, including, but not limited to, public agencies, tribes, nonprofit organizations, project applicants, and members of the public, on actions that may impact the degree of fire hazard in an area or the area's recommended fire hazard severity zone designation. The bill would authorize the State Fire Marshal to provide a written response to an entity on actions that may impact the degree of fire hazard and would require this written response to be posted on the State Fire Marshal's internet website. This bill would authorize those entities to provide information to the State Fire Marshal on wildfire safety improvements or other actions the entity has taken or plans to take, and any information submitted to or by the department, as specified, before the next review that may impact the degree of fire hazard in an area or the area's fire hazard severity zone designation. The bill would authorize the State Fire Marshal to consider this information in the next review and would require any documentation provided to the State Fire Marshal to be posted in a manner that is easily accessible on the State Fire Marshal's internet website. This bill contains other related provisions and other existing laws. (Based on 07/10/2025 text)

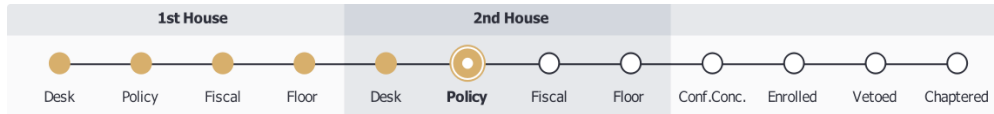
AB 266 (Davies, R) Freeway Service Patrol Act: sponsorship agreement.**Introduced:** 01/17/2025**Last Amended:** 06/02/2025**Status:** 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 6/30/2025)(May be acted upon Jan 2026)**Location:** 08/28/2025 - Senate 2 YEAR

Summary: The Freeway Service Patrol Act authorizes and provides funding for freeway service patrols, operated pursuant to an agreement between the Department of the California Highway Patrol, the Department of Transportation, and a regional or local governmental entity, to provide emergency roadside assistance on traffic-congested urban freeways throughout the state. The act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would require the Department of Transportation, the Department of the California Highway Patrol, and participating and eligible regional and local entities to, each time the guidelines for program operations are updated after January 1, 2026, consider developing or revising and including in the guidelines operational requirements for sponsorship agreements between a participating regional or local entity and any private third party that allow for the display of the sponsor's name and logo on participating tow trucks, as provided. The bill would authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into a sponsorship agreement, subject to those operational requirements, that allows for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo. (Based on 06/02/2025 text)

AB 306 (Schultz, D) Building regulations: state building standards.**Introduced:** 01/23/2025

Last Amended: 06/23/2025

Status: 06/23/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.



Location: 04/23/2025 - Senate Housing

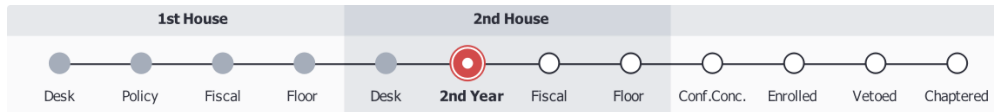
Summary: Existing law establishes the Department of Housing and Community Development (department) in the Business, Consumer Services, and Housing Agency. Existing law, the California Building Standards Law, establishes the California Building Standards Commission (commission) within the Department of General Services. Existing law requires the commission to approve and adopt building standards and to codify those standards in the California Building Standards Code (code). Existing law, the State Housing Law, establishes statewide construction and occupancy standards for buildings used for human habitation. Existing law requires, among other things, the building standards adopted and submitted by the department for approval by the commission, as specified, to be adopted by reference, with certain exceptions. Existing law authorizes any city or county to make changes in those building standards that are published in the code, including to green building standards. Existing law requires the governing body of a city or county, before making modifications or changes to those green building standards, to make an express finding that those modifications or changes are reasonably necessary because of local climatic, geological, or topographical conditions. This bill would, from October 1, 2025, to June 1, 2031, inclusive, prohibit a city or county from making changes that are applicable to residential units to the above-described building standards unless a certain condition is met, including that the commission deems those changes or modifications necessary as emergency standards to protect health and safety. This bill would, from October 1, 2025, to June 1, 2031, inclusive, require the commission to reject a modification or change to any building standard, as described above, affecting a residential unit and filed by the governing body of a city or county unless a certain condition is met, including that the commission deems those changes or modifications necessary as emergency standards to protect health and safety. The bill would also make related findings and declarations. The bill would also require the commission to review certain changes or modifications within 45 days of receipt. This bill contains other related provisions and other existing laws. (Based on 06/23/2025 text)

AB 317 (Jackson, D) California First Time Homeowner Dream Act.

Introduced: 01/24/2025

Last Amended: 04/29/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/4/2025)(May be acted upon Jan 2026)



Location: 07/17/2025 - Senate 2 YEAR

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts various projects from CEQA, including projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. This bill would exempt from CEQA the new construction of a single-family dwelling that meets specified conditions, including that the project contains one single-family dwelling that is 1,500 square feet or less with no more than 3 bedrooms, the property is intended to be sold to a first-time home buyer, and the lead agency determines that the developer of the project or the property owner provided sufficient legal commitments to meet the requirements of the exemption. The bill would require the lead agency, if it determines that a project qualifies for the exemption, to file a notice of exemption with the Office of Land Use and Climate Innovation, formerly known as the Office of Planning and Research, and the county clerk, as specified. By placing additional requirements on the lead agency to make a determination on whether the CEQA exemption applies, and on local agencies to determine whether the project developer provided sufficient legal commitments, as described, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 04/29/2025 text)

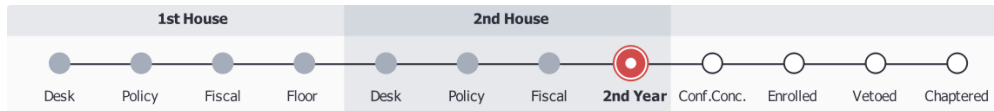
AB 334 (Petrie-Norris, D) Operators of toll facilities: interoperability programs: vehicle information.

Introduced: 01/28/2025

Last Amended: 07/17/2025

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)



Location: 09/11/2025 - Senate 2 YEAR

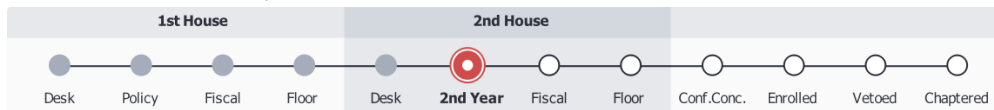
Summary: Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle’s use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle’s use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as “required” by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. If the operator transmits those other types of information to an out-of-state toll agency or any interstate interoperability tolling hub, the bill would subject the operator to an action by the affected person for no less than \$2,500 per violation, as specified. The bill would require a transportation agency that participates in interstate interoperability to post those national interoperability specifications data types on their internet website. The bill would repeal these provisions relating to an interstate interoperability program. (Based on 07/17/2025 text)

AB 431 (Wilson, D) Advanced Air Mobility Infrastructure Act.

Introduced: 02/05/2025

Last Amended: 04/30/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/11/2025)(May be acted upon Jan 2026)



Location: 07/17/2025 - Senate 2 YEAR

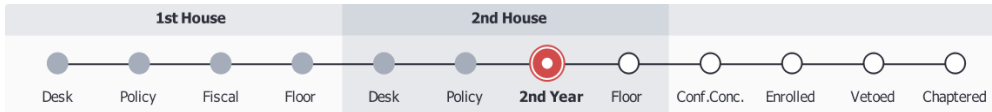
Summary: Existing law, the State Aeronautics Act, governs various matters relative to aviation in the state, and authorizes the Department of Transportation to adopt, administer, and enforce rules and regulations for the administration of the act. Existing law establishes the Advanced Air Mobility, Zero-Emission, and Electrification Aviation Advisory Panel to assess the feasibility and readiness of existing infrastructure to support a vertiport network to facilitate the development of advanced air mobility services, and pathways for promoting equity of access to advanced air mobility infrastructure, as specified. Existing law requires the department, not later than January 1, 2025, to report to the Legislature on the infrastructure feasibility and readiness study and the 3-year prioritized workplan for the state to advance advanced air mobility services, and pathways for promoting equity of access to advanced air mobility infrastructure, as specified. Existing law requires the department, not later than January 1, 2025, to report to the Legislature on the infrastructure feasibility and readiness study and the 3-year prioritized workplan. This bill, the Advanced Air Mobility Infrastructure Act, would require the department to take certain actions related to advanced air mobility, as defined, including, among other things, developing a statewide plan, or updating the statewide aviation plan, to include vertiports, electric aviation charging, and the infrastructure needs of other advances in aviation technology, and designating a subject matter expert for advanced air mobility within the department, as specified. The bill would prohibit its provisions from being construed to (1) interfere with or suspend the authority of the Federal Aviation Administration or any other federal department or agency, or state zoning laws or regulations, as specified, or (2) limit or interfere with the jurisdiction, authority, rights, or responsibilities of any airport sponsor or operator, as specified. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, applies to all cities, including charter cities. This bill contains other related provisions and other existing laws. (Based on 04/30/2025 text)

AB 443 (Bennett, D) Energy Commission: integrated energy policy report: curtailed solar and wind generation: hydrogen production.

Introduced: 02/06/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/14/2025)(May be acted upon Jan 2026)

Attachment: Bill Report 4-26 (12073 : State Legislative Update)



Location: 08/29/2025 - Senate 2 YEAR

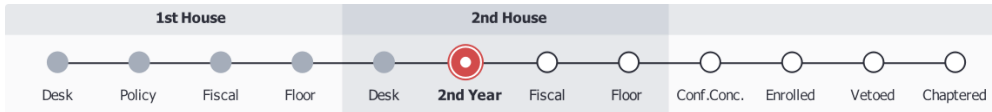
Summary: Existing law requires the State Energy Resources Conservation and Development Commission, beginning November 1, 2003, and biennially thereafter, to adopt an integrated energy policy report that contains an overview of major energy trends and issues facing the state, presents policy recommendations based on an in-depth and integrated analysis of the most current and pressing energy issues facing the state, and includes an assessment and forecast of system reliability and the need for resource additions, efficiency, and conservation, as specified. Existing law also requires the commission, beginning November 1, 2004, and biennially thereafter, to prepare an energy policy review to update analyses from the integrated energy policy report or to raise energy issues that have emerged since the release of the integrated energy policy report, as specified. This bill would require the commission, as part of the 2027 edition of the integrated energy policy report, to include an assessment of the potential for using curtailed solar and wind generation to produce hydrogen, as provided. The bill would define curtailed solar and wind generation for this purpose and require the assessment to do specified things, including to provide an estimate of how much hydrogen could feasibly and reliably be produced using energy from curtailed solar and wind generation. The bill would repeal its provisions on January 1, 2029. (Based on 02/06/2025 text)

AB 467 (Fong, D) Open meetings: teleconferences: neighborhood councils.

Introduced: 02/06/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)



Location: 07/17/2025 - Senate 2 YEAR

Summary: Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified.

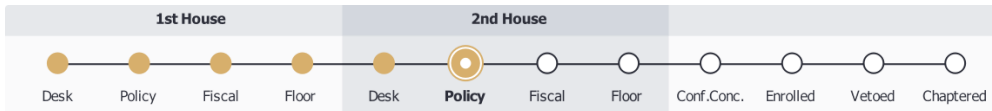
Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would extend the authorization for specified neighborhood city councils to use the alternate teleconferencing provisions described above until January 1, 2030. This bill contains other related provisions and other existing laws. (Based on 04/21/2025 text)

AB 609 (Wicks, D) California Environmental Quality Act: exemption: housing development projects.

Introduced: 02/13/2025

Last Amended: 05/05/2025

Status: 05/20/2025 - In Senate. Read first time. To Com. on RLS. for assignment.



Location: 05/20/2025 - Senate Rules

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements various projects, including, but not limited to, housing projects that meet certain requirements. This bill would exempt from the requirements of CEQA

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

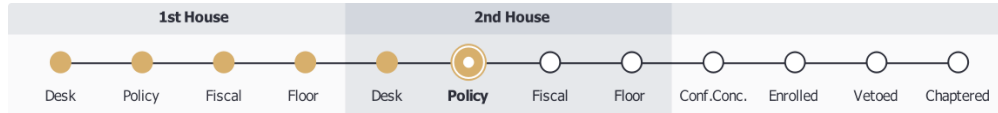
a housing development project, as defined, that meets certain conditions relating to, for example, size, density, and location, including specific requirements for any housing on the project site located within 500 feet of a freeway. The bill would require a local government, as a condition of approval for the development, to require the development proponent to complete a specified environmental assessment regarding hazardous substance releases. If a recognized environmental condition is found, the bill would require the development proponent to complete a preliminary endangerment assessment and specified mitigation based on that assessment. Because a lead agency would be required to determine whether a housing development project qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 05/05/2025 text)

AB 698 (Wicks, D) Local taxation: real property transfers.

Introduced: 02/14/2025

Last Amended: 06/02/2025

Status: 06/09/2025 - In Senate. Read first time. To Com. on RLS. for assignment.



Location: 06/09/2025 - Senate Rules

Summary: Existing statutory law, enacted by Proposition 62, as approved by the voters at the November 4, 1986, statewide general election, prohibits a local government or district from imposing any transaction tax or sales tax on the sale of real property within the city, county, or district, except as provided. The California Constitution authorizes cities organized under a charter to make and enforce all ordinances and regulations in respect to municipal affairs, which supersede inconsistent general laws. Existing law, the Documentary Transfer Tax Act, authorizes the imposition of a tax by a county or city, as provided, with respect to specified instruments that transfer specified interests in real property. This bill would require a legislative body of a city, as specified, before it adopts any transfer tax on the sale of real property, to develop and post on its internet website an analysis that examines, at a minimum, the effect of the proposed transfer tax on, among other things, the production of affordable housing, including affordable housing produced by market-rate housing projects. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities. (Based on 06/02/2025 text)

AB 716 (Carrillo, D) Fire safety standards: hydrogen facilities.

Introduced: 02/14/2025

Last Amended: 07/14/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)



Location: 08/29/2025 - Senate 2 YEAR

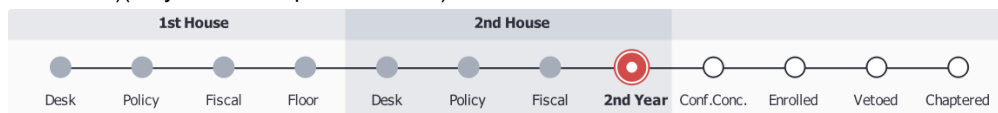
Summary: Existing law creates the Office of the State Fire Marshal in the Department of Forestry and Fire Protection to foster, promote, and develop ways and means of protecting life and property against fire and panic. This bill would require the State Fire Marshal to appoint a hydrogen fire expert to answer questions and provide clarification on the implementation of hydrogen production, storage, and distribution facilities, ensuring that hydrogen facilities comply with the most up-to-date fire safety standards. The bill would require the State Fire Marshal to provide ongoing training to local fire departments and building inspectors to ensure that hydrogen-related safety protocols are understood and enforced statewide. (Based on 07/14/2025 text)

AB 735 (Carrillo, D) Planning and zoning: logistics use developments: truck routes.

Introduced: 02/18/2025

Last Amended: 09/09/2025

Status: 09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)



Location: 09/13/2025 - Senate 2 YEAR

Summary: Existing law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

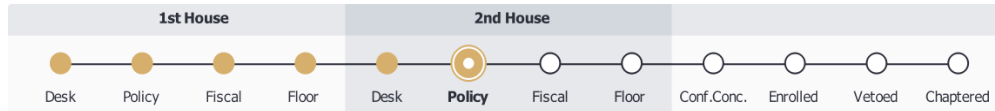
things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Existing law defines various terms, including "21st century warehouse," and "tier 1 21st century warehouse," for purposes of those provisions as logistics uses that, among other things, comply with specified building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Existing law, subject to specified exceptions, defines "logistics use" for these purposes to mean a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the building permit for a development of a 21st century warehouse is issued and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. The bill would revise the definition of "logistics use" and instead define "logistics use development" for these purposes to mean a building that is primarily used as a warehouse for the movement or the storage of cargo, goods, or products that are moved to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. The bill would make various other technical and conforming changes to the provisions governing logistics use development. This bill contains other related provisions and other existing laws. (Based on 09/09/2025 text)

AB 736 (Wicks, D) The Affordable Housing Bond Act of 2026.

Introduced: 02/18/2025

Last Amended: 04/10/2025

Status: 06/04/2025 - In Senate. Read first time. To Com. on RLS. for assignment.



Location: 06/04/2025 - Senate Rules

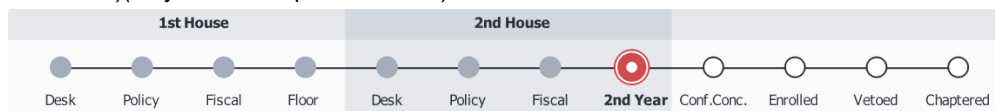
Summary: Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. This bill contains other related provisions. (Based on 04/10/2025 text)

AB 782 (Quirk-Silva, D) Subdivisions: security.

Introduced: 02/18/2025

Last Amended: 07/16/2025

Status: 09/12/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2025)(May be acted upon Jan 2026)



Location: 09/12/2025 - Senate 2 YEAR

Summary: Existing law, the Subdivision Map Act, vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification of those maps. The act requires prescribed security from a developer if the act or a local ordinance authorizes or requires the furnishing of security in connection with the performance of any act or agreement. Existing law requires the Real Estate Commissioner to make an examination of any subdivision, and to, unless there are grounds for denial, issue to the subdivider a public report authorizing the sale or lease of the lots or parcels within the subdivision. Existing law specifies the grounds for denial, including, among other things, the inability to demonstrate that adequate financial arrangements have been made for all offsite improvements included in the offering or the inability to demonstrate that adequate financial arrangements have been made for any community, recreational, or other facilities included in the offering. This bill would prohibit the Real Estate Commissioner, in issuing a public report for a residential development or project, from requiring the furnishing of a security in connection with the performance of any act or agreement related to an improvement if the Real Estate

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

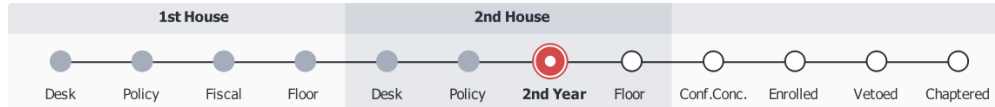
Commissioner determines that security sufficient to protect the interests of purchasers, owners, and lessees, as necessary, has been furnished to a local agency for the same improvement pursuant to the provisions above requiring security under the Subdivision Map Act. This bill contains other existing laws. (Based on 07/16/2025 text)

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

Introduced: 02/19/2025

Last Amended: 06/25/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)



Location: 08/25/2025 - Senate 2 YEAR

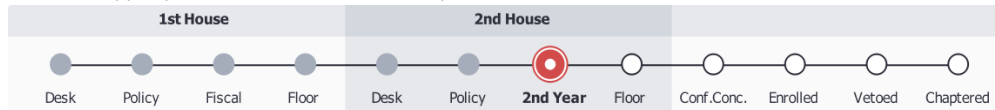
Summary: Existing law establishes the Department of Transportation and requires the department to improve and maintain the state highways. This bill would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the department, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build improvements. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build improvements statewide. (Based on 06/25/2025 text)

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

Introduced: 02/19/2025

Last Amended: 07/10/2025

Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)



Location: 08/28/2025 - Senate 2 YEAR

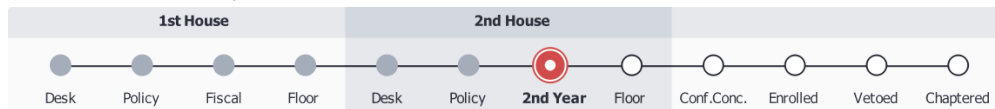
Summary: Existing law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Existing law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Existing law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program. The bill would exempt a project on the state highway system from this requirement if Caltrans is the lead agency. The bill would authorize a lead agency to use compensatory mitigation credits to satisfy this requirement, as specified. This bill contains other existing laws. (Based on 07/10/2025 text)

AB 906 (González, Mark, D) Planning and zoning: housing elements: affirmatively further fair housing.

Introduced: 02/19/2025

Last Amended: 06/23/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 7/2/2025)(May be acted upon Jan 2026)



Location: 08/28/2025 - Senate 2 YEAR

Summary: The Planning and Zoning Law requires a city or county to adopt a general plan for land use development that includes, among other things, a housing element. Existing law requires the housing element to include, among other things, an inventory of land suitable and available for residential development, including specified sites, an analysis of the relationship of zoning and public facilities and services to these sites (first analysis), and an analysis of the relationship of the sites identified in the land inventory to the jurisdiction's duty to affirmatively further fair housing (2nd analysis). This bill would remove the requirement on cities and counties to

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

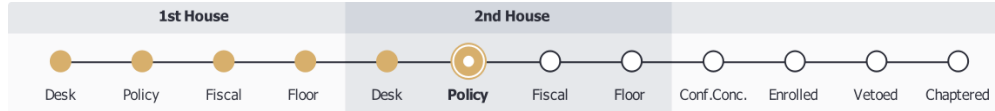
include the 2nd analysis in their housing elements. This bill contains other related provisions and other existing laws. (Based on 06/23/2025 text)

AB 939 (Schultz, D) Housing development: density bonuses: affordability of for-sale units.

Introduced: 02/19/2025

Last Amended: 01/15/2026

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 60. Noes 9.) In Senate. Read first time. To Com. on RLS. for assignment.



Location: 01/29/2026 - Senate Rules

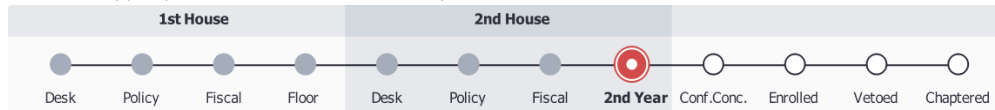
Summary: Existing law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development, as defined, within the city or county with a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, if the developer agrees to construct specified units and meets other requirements. Existing law, among other things, requires compliance with certain affordability requirements, including requiring that the applicant agree to ensure, and that the city, county, or city and county ensure, that a for-sale unit that qualified the applicant for the award of the density bonus is either (1) initially sold to and occupied by a person or family of very low, low, or moderate income, as specified, or (2) if the unit is not purchased by an income-qualified person or family within 180 days after the issuance of the certificate of occupancy, the unit is purchased by a qualified nonprofit housing corporation, as provided. This bill would additionally allow the applicant and the city, county, or city and county to comply with the above-described affordability requirements with respect to a for-sale unit by ensuring that the unit is purchased by a nonprofit corporation, as specified, for properties to be sold to and occupied by extremely low, very low, or lower income families who participate in a below-market interest rate loan program, as described. By adding to the duties of local agencies to implement the Density Bonus Law, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 01/15/2026 text)

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

Introduced: 02/20/2025

Last Amended: 06/30/2025

Status: 09/11/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 8/29/2025)(May be acted upon Jan 2026)



Location: 09/11/2025 - Senate 2 YEAR

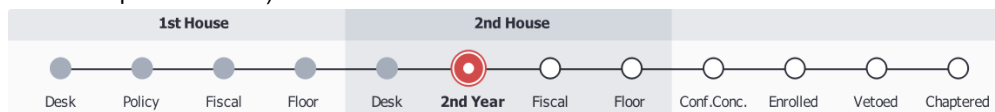
Summary: Existing law establishes the state transportation improvement program (STIP) process, pursuant to which the California Transportation Commission programs, on a biennial basis, available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, for the 5-year period of the STIP, based on the interregional transportation improvement program (ITIP) prepared by the Department of Transportation and the regional transportation improvement programs (RTIP) prepared by regional transportation planning agencies. Existing law requires projects included in the ITIP to be consistent with the interregional transportation strategic plan (ITSP). Existing law requires the department to submit the ITSP to the commission for approval and requires the ITSP, among other things, to be directed at achieving a high functioning and balanced interregional transportation system and consistent with the California Transportation Plan. This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the ITSP. (Based on 06/30/2025 text)

AB 956 (Quirk-Silva, D) Accessory dwelling units: ministerial approval: single-family dwellings.

Introduced: 02/20/2025

Last Amended: 03/17/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was HOUSING on 6/4/2025)(May be acted upon Jan 2026)



Location: 07/17/2025 - Senate 2 YEAR

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

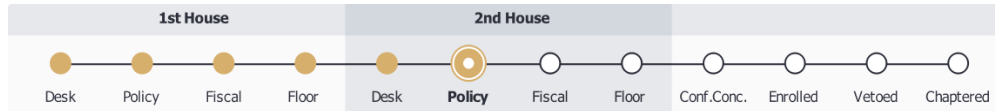
Summary: Existing law, the Planning and Zoning Law, provided for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned for single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Existing law requires a local agency to ministerially approve building permit applications within a residential or mixed-use zone to create, among others, one detached, new construction, accessory dwelling unit that does not exceed 4-foot side and rear yard setbacks for a lot with a proposed or existing single-family dwelling, as specified. This bill would increase the number of detached, new construction, accessory dwelling units that a local agency is required to ministerially approve on lots with a proposed or existing single-family dwelling, as described above, to 2. By imposing new duties on local governments with respect to the approval of accessory dwelling units, the bill would impose a state-mandated local program. (Based on 03/17/2025 text)

AB 1070 (Ward, D) Residential developments: building standards: review.

Introduced: 02/20/2025

Last Amended: 01/05/2026

Status: 01/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.



Location: 01/27/2026 - Senate Rules

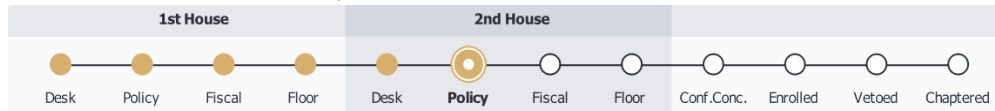
Summary: Existing law, the California Building Standards Law, establishes the California Building Standards Commission (commission) within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code (code). Existing law requires the commission to publish, or cause to be published, editions of the code in its entirety once every 3 years. Existing law requires the building standards and rules and regulations to impose substantially the same requirements as are contained in the most recent editions of specified international or uniform industry codes, including the International Residential Code of the International Code Council. Existing law establishes the Department of Housing and Community Development (department) and requires the department to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would require the department to convene a working group no later than December 31, 2027, to research and consider identifying and recommending amendments to state building standards allowing residential developments of between 3 and 10 units to be built under the requirements of the California Residential Code, as specified. The bill would require the department, no later than December 31, 2028, to provide a one-time report of its findings to the Legislature in the annual report described above. The bill, if the report identifies and recommends amendments to building standards, would require the department to research, develop, and consider proposing the standards for adoption by the commission, as specified. For the purposes of these provisions, the bill would authorize the department to exceed the scope and application of the International Residential Code to allow residential developments of between 3 and 10 units to be designed and constructed under the requirements of the California Residential Code. (Based on 01/05/2026 text)

AB 1165 (Gipson, D) California Housing Justice Act of 2025.

Introduced: 02/21/2025

Last Amended: 01/22/2026

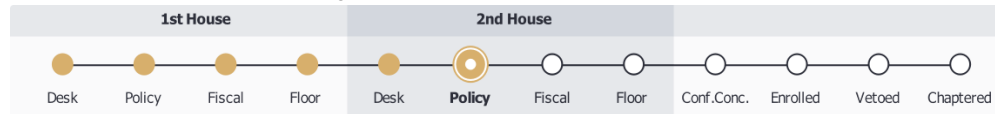
Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 54. Noes 12.) In Senate. Read first time. To Com. on RLS. for assignment.



Location: 01/29/2026 - Senate Rules

Summary: Existing law establishes the Homeless Housing, Assistance, and Prevention Program administered by the Business, Consumer Services, and Housing Agency for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address homelessness challenges, as specified. Existing law also establishes the Department of Housing and Community Development in the agency and makes the department responsible for administering various housing programs throughout the state, including, among others, the Multifamily Housing Program, the Housing for a Healthy California Program, and the California Emergency Solutions Grants Program. This bill would enact the California Housing Justice Act of 2025, which would require the department to create, by January 1, 2028, and in collaboration with specified entities, including local entities, finance plans to solve homelessness and to solve the housing unaffordability crisis, and related statewide performance metrics. By imposing additional duties on local entities, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 01/22/2026 text)

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

AB 1198 (Haney, D) Public works: prevailing wages.**Introduced:** 02/21/2025**Last Amended:** 01/22/2026**Status:** 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 65. Noes 6.) In Senate. Read first time. To Com. on RLS. for assignment.**Location:** 01/29/2026 - Senate Rules

Summary: Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2027, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2027. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director. The bill would exempt certain housing projects from these provisions, including, among others, projects that are restricted by deed or subject to regulatory restrictions contained in an agreement with a governmental agency or other recorded document, as specified. (Based on 01/22/2026 text)

AB 1206 (Harabedian, D) Single-family and multifamily housing units: preapproved plans.**Introduced:** 02/21/2025**Last Amended:** 08/18/2025**Status:** 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)**Location:** 08/29/2025 - Senate 2 YEAR

Summary: Existing law, the Planning and Zoning Law, provides for the adoption and administration of zoning laws, ordinances, rules and regulations by counties and cities and the implementation of those general plans as may be in effect in those counties or cities. In that regard, existing law requires each local agency, by January 1, 2025, to develop a program for the preapproval of accessory dwelling unit plans. This bill would require each local agency, as defined, to develop a program for the preapproval of single-family and multifamily residential housing plans, whereby the local agency accepts single-family and multifamily plan submissions for preapproval and approves or denies the preapproval applications, as specified. The bill would require a large jurisdiction, as defined, to develop this program by July 1, 2026, and a small jurisdiction, as defined, to develop a program by January 1, 2028. The bill would authorize a local agency to charge a fee to an applicant for the preapproval of a single-family or multifamily residential housing plan, as specified. The bill would require the local agency to post preapproved single-family or multifamily residential housing plans and the contact information of the applicant on the local agency's internet website. The bill would require an application for preapproval to include a statement by the applicant that the applicant has sufficient authority, license, or ownership interest in the plan to submit the plan for preapproval and, if approved, posted as described above. This bill would prohibit the preapproval program from applying to single-family or multifamily residential housing plans intended for use in certain communities and developments, as specified. The bill would require a local agency to either approve or deny an application for a single-family or multifamily residential housing unit, both as defined, within 30 days if the lot meets certain conditions and the application utilizes either a single-family or multifamily residential housing unit plan preapproved within the current triennial California Building Standards Code rulemaking cycle or a plan that is identical to a plan used in an application for a single-family or multifamily residential housing unit approved by the

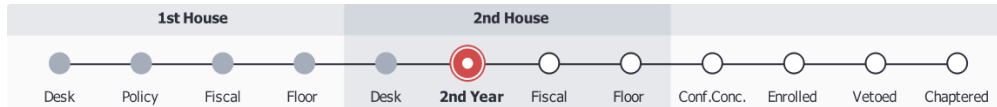
local agency within the current triennial California Building Standards Code rulemaking cycle. The bill would also provide that its provisions do not prevent a local agency from voluntarily accepting or admitting additional plans at higher densities in additional zoning districts into the preapproved housing plan program, at the local agency's discretion. This bill contains other related provisions and other existing laws. (Based on 08/18/2025 text)

AB 1237 (McKinnor, D) Ticket sellers: event tickets: transit tickets.

Introduced: 02/21/2025

Last Amended: 05/29/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was B., P. & E.D. on 6/2/2025) (May be acted upon Jan 2026)



Location: 07/17/2025 - Senate 2 YEAR

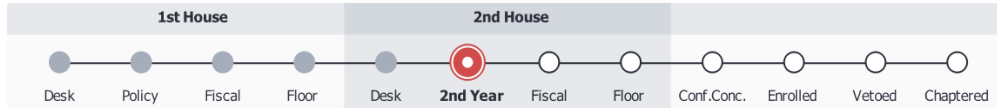
Summary: Existing law generally regulates persons who sell admission tickets to sporting, musical, theatre, or any other entertainment events, requiring them, among other things, to maintain records of ticket sales, deposits, and refunds. Existing law requires a ticket sellers that includes tickets to an event in conjunction with the sale of a tour or event package to disclose in any advertisement or promotional materials the price charged or allotted for the ticket. Existing law makes a violation of those provisions regulating ticket sellers a crime. This bill would require a ticket seller or a person who resells a ticket to a sporting, musical, theatre, or any other entertainment event located at a venue with a capacity of more than 1,000 persons to also, at the time that a ticket is purchased, give the consumer the option to purchase an all-day ticket from a transit provider that offers service to the venue during the time of the event, as specified. The bill would also require the Department of Transportation to prepare a study of additional transit sales generated pursuant to these provisions and report its findings to the Legislature on or before December 31, 2032. The bill would provide that a violation of the bill's provisions do not constitute a crime. (Based on 05/29/2025 text)

AB 1244 (Wicks, D) California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.

Introduced: 02/21/2025

Last Amended: 04/23/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(May be acted upon Jan 2026)



Location: 07/17/2025 - Senate 2 YEAR

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Under existing law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Existing law establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website. (Based on 04/23/2025 text)

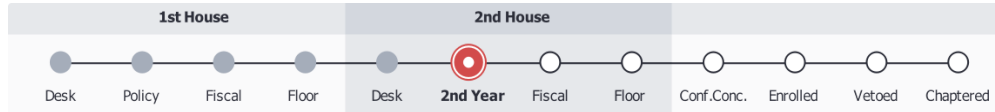
Attachment: Bill Report 4-26 (12073 : State Legislative Update)

AB 1294 (Haney, D) Planning and zoning: housing development: standardized application form.

Introduced: 02/21/2025

Last Amended: 07/03/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was L. GOV. on 6/11/2025)(May be acted upon Jan 2026)



Location: 07/17/2025 - Senate 2 YEAR

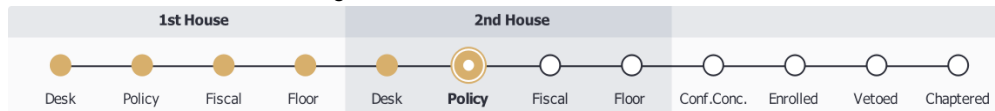
Summary: The Permit Streamlining Act, among other things, requires each public agency to provide a development project applicant with a list that specifies the information that will be required from any applicant for a development project. The act requires a public agency that has received an application for a development project to determine in writing whether the application is complete within 30 calendar days and to immediately transmit the determination to the applicant of the development project. This bill would require that an application for a housing entitlement, as defined, be deemed complete upon payment of the permit processing fees and upon completing specified requirements, when applicable, including, among other things, providing a description of the proposed housing development project and a list of the approvals requested by the applicant to the city, county, or city and county from which approval for the housing entitlement is being sought. The bill would require, on or before July 1, 2026, the Department of Housing and Community Development to adopt a standardized application form that applicants for a housing entitlement may use for the purpose of satisfying these requirements and would require, on or after October 1, 2026, a city, county, or city and county to accept an application submitted on the standardized application form. The bill would prohibit the city, county, or city and county from requiring submission of any other forms, beside the standardized application form, except as specified. The bill would authorize the city, county, or city and county to develop its own application forms or templates for different housing entitlements, subject to the requirements of this bill. This bill would prohibit a city, county, or city and county from requiring certain information or approvals, including, among others, any approval or determination by any official, body, department, or subdepartment of the city, county, or city and county as a condition of determining that an application for a housing entitlement is complete. The bill would prohibit a city, county, or city and county from imposing a penalty or an additional fee, processing requirement, or submittal requirement as a consequence of an applicant using the standardized application form. This bill contains other related provisions and other existing laws. (Based on 07/03/2025 text)

AB 1421 (Wilson, D) Vehicles: Road Usage Charge Technical Advisory Committee.

Introduced: 02/21/2025

Last Amended: 01/05/2026

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 21.) In Senate. Read first time. To Com. on RLS. for assignment.



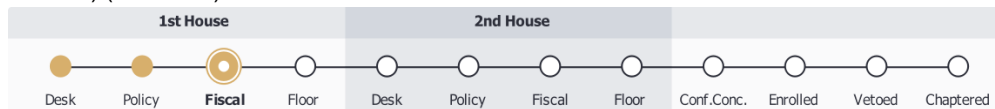
Location: 01/29/2026 - Senate Rules

Summary: Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. The bill would require the commission to consult with appropriate state agencies and other stakeholders, as specified, in preparing the research and recommendations and report described above. (Based on 01/05/2026 text)

AB 1599 (Ahrens, D) Public transit: California Transit Stop Registry: transit datasets.

Introduced: 01/16/2026

Status: 03/24/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on APPR.



Attachment: Bill Report 4-26 (12073 : State Legislative Update)

Location: 03/23/2026 - Assembly Appropriations

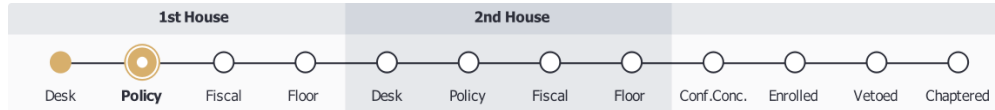
Summary: Existing law establishes the Department of Transportation and vests it with various powers and duties. This bill would require the department to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified. This bill contains other related provisions and other existing laws. (Based on 01/16/2026 text)

AB 1678 (Harabedian, D) Claremontclair Authority: Metro A Line Extension project.

Introduced: 02/02/2026

Last Amended: 03/19/2026

Status: 03/23/2026 - Re-referred to Com. on TRANS.



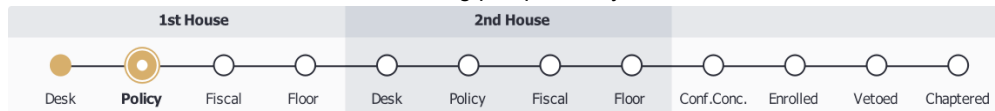
Location: 03/19/2026 - Assembly Transportation

Summary: Existing law creates the Metro Gold Line Foothill Extension Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of a light rail project extending from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the City of Pasadena and any mass transit guideway that may be planned along the rail right-of-way extending to the City of Montclair in the County of San Bernardino, as provided. This bill would reduce the scope of the light rail project overseen by the Metro Gold Line Foothill Extension Construction Authority by instead providing that the project extends to any mass transit guideway that may be planned along the rail right-of-way to the City of Claremont in the County of Los Angeles. This bill would instead require the Claremontclair Authority (authority), which the bill would create, to award and oversee all design and construction contracts for completion of a light rail project extending from and including the rail tracks located to the east of the Claremont light rail station to be constructed by the Metro Gold Line Foothill Extension Construction Authority and continuing to the Montclair Transit Center in the City of Montclair in the County of San Bernardino. The bill would grant the authority all the powers necessary for completion of the project, as provided. The bill would require the authority to conduct financial studies and planning and engineering necessary for completion of the project and to make reasonable progress in the design and construction of the project. The bill would require the authority to be dissolved upon completion of project construction. The bill would also make conforming changes. (Based on 03/19/2026 text)

AB 1708 (Solache, D) Homeless Housing, Assistance, and Prevention program: round 7.

Introduced: 02/04/2026

Status: 03/16/2026 - In committee: Hearing postponed by committee.



Location: 02/23/2026 - Assembly Housing and Community Development

Summary: Existing law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions with grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Existing law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 6 rounds, with rounds 1 to 5, inclusive, administered by the Interagency Council on Homelessness and round 6 administered by the Department of Housing and Community Development, as provided. Existing law establishes round 7 of the program and states the intent of the Legislature to enact future legislation that specifies the parameters, as specified. Existing law, effective July 1, 2026, appropriates \$500,000,000, as specified, provided that these funds be disbursed in accordance with specified requirements, including that funds from this appropriation be disbursed to a city, county, tribe, or continuum of care for round 7 of the program after a declaration by the director of the department, in consultation with the Director of Finance, that the department has substantially completed its initial disbursement of round 6 funds to the city, county, tribe, or continuum of care and that the city, county, tribe, or continuum of care has obligated at least 50% of its total round 6 award. Existing law requires the department, during the 2025–26 fiscal year, to prepare to administer round 7 of the program with the goal that initial round 7 disbursements will be available to grantees meeting the statutory provisions for disbursement beginning September 1, 2026, as specified. This bill would require a continuum of care receiving funding pursuant to round 7, as described above, to allocate funds to a smaller jurisdiction, defined as a city with a population under 300,000. The bill would require a smaller jurisdiction, in order to be eligible for funding, to, among other things, adopt a resolution, as specified, have a compliant housing element, and have adopted a local encampment policy, as described. The bill would require a continuum of care to accept applications for funding in accordance with specified procedures. (Based on 02/04/2026 text)

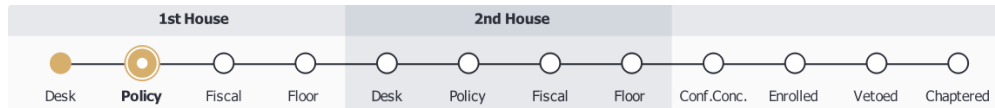
Attachment: Bill Report 4-26 (12073 : State Legislative Update)

AB 1783 (DeMaio, R) Vehicle miles traveled: local tax and state fund prohibition.

Introduced: 02/09/2026

Last Amended: 03/19/2026

Status: 03/23/2026 - Re-referred to Com. on L. GOV.



Location: 03/16/2026 - Assembly Local Government

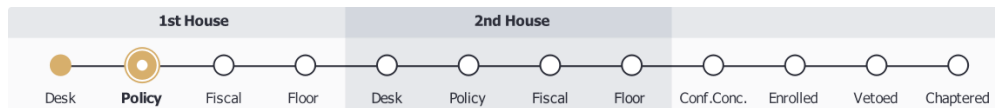
Summary: Existing law sets forth various provisions on the use of state funds, including by prohibiting the use of a grant of state funds to assist, promote, or deter union organizing. This bill would prohibit a state agency from expending funds for the study, planning, testing, design, implementation, administration, or evaluation of a tax, fee, assessment, or charge based on vehicle miles traveled (vehicle miles purposes). The bill would require the reversion of funds appropriated from the General Fund to another fund for vehicle miles purposes and would require the deobligation of encumbered but unexpended funds for those purposes. The bill would require the Department of Finance to, within 60 days of January 1, 2027, identify all relevant appropriations and ensure their reversion or transfer. The bill would additionally prohibit any future Budget Act from appropriating funds for vehicle miles purposes unless expressly authorized by statute, as described. This bill contains other related provisions and other existing laws. (Based on 03/19/2026 text)

AB 1786 (Harabedian, D) Public contracts: best value construction contracting for counties, cities, and the San Gabriel Valley Council of Governments.

Introduced: 02/10/2026

Last Amended: 03/12/2026

Status: 03/16/2026 - Re-referred to Com. on L. GOV.



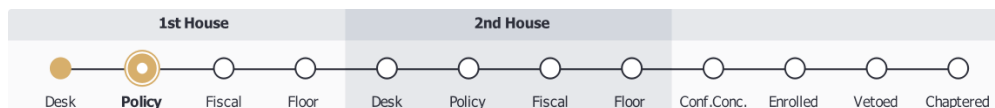
Location: 02/23/2026 - Assembly Local Government

Summary: Existing law establishes a program to allow counties to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2029. Existing law repeals the program provisions on January 1, 2030. This bill would, instead, authorize a county, city, or the San Gabriel Valley Council of Governments to select a bidder on the basis of best value, as described above, for construction projects in excess of \$500,000, would make various conforming changes to the above-described provisions, and would extend the operation of those provisions until January 1, 2040. With regard to the above-specified reporting requirement, the bill would, instead, require the governing body of a participating county, city, or the San Gabriel Valley Council of Governments to submit the report, as specified, to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2031. The bill would expand the crime of perjury by extending the operation of the program and expanding the program to cities and the San Gabriel Valley Council of Governments, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 03/12/2026 text)

AB 1791 (Sanchez, R) State Air Resources Board: South Coast Air Quality Management District: regulations: prohibition: costs.

Introduced: 02/10/2026

Status: 02/23/2026 - Referred to Com. on NAT. RES.



Location: 02/23/2026 - Assembly Natural Resources

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. This bill would prohibit the state board from adopting any regulation or rule that would add more than \$0.02 to the cost of a gallon of gasoline or add \$2,000 or more to the cost to build any home. The bill would require the state board to submit

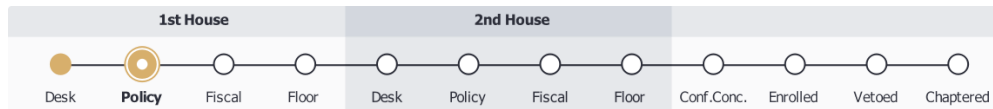
Attachment: Bill Report 4-26 (12073 : State Legislative Update)

data to the relevant policy committees of the Legislature that demonstrates how a proposed regulation is compliant with this prohibition. This bill contains other related provisions and other existing laws. (Based on 02/10/2026 text)

AB 1802 (Stefani, D) Land use: mitigation lands.

Introduced: 02/10/2026

Status: 03/16/2026 - Referred to Coms. on L. GOV. and W., P., & W.



Location: 03/16/2026 - Assembly Local Government

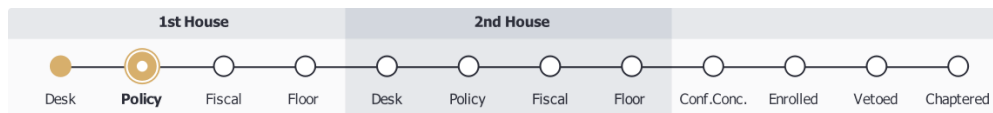
Summary: The Planning and Zoning Law authorizes a state or local public agency to authorize a governmental entity, a special district, a nonprofit organization, a for-profit entity, a person, or another entity to hold title to and manage an interest in property held for mitigation purposes, subject to certain requirements. Existing law authorizes a governmental entity, special district, or nonprofit organization that holds the property as described above to hold an endowment conveyed for the property, except as specified. Existing law subjects the holder of an endowment to certain requirements, including that the holder certify to the project proponent or the holder of the mitigation property or a conservation easement and the local or state agency that required the endowment that it meets specified requirements. Existing law repeals these provisions on January 1, 2027. This bill would delete the above repeal date, thereby extending those provisions indefinitely. (Based on 02/10/2026 text)

AB 1808 (Carrillo, D) Western Joshua Tree Conservation Act: industrial projects and commercial projects: single-family residences: public works projects.

Introduced: 02/10/2026

Last Amended: 03/19/2026

Status: 03/23/2026 - Re-referred to Com. on W., P., & W.



Location: 03/16/2026 - Assembly Water, Parks and Wildlife

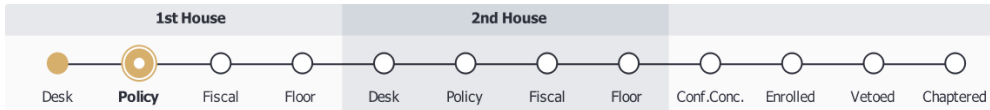
Summary: Existing law, the Western Joshua Tree Conservation Act, prohibits a person or public agency from importing into the state, exporting out of the state, or taking, possessing, purchasing, or selling within the state, a western Joshua tree or any part or product of the tree, except as provided. Under existing law, the Department of Fish and Wildlife may authorize, by permit, the taking of a western Joshua tree if certain conditions are met, including, among other conditions, that the permittee mitigates all impacts to, and the taking of, the western Joshua tree. Existing law authorizes the department to enter into an agreement with a county or city to delegate to the county or city the ability to authorize the taking of a western Joshua tree associated with developing single-family residences, multifamily residences, accessory structures, and public works projects concurrent with its approval of the project if certain conditions are met. Existing law authorizes a person or public agency receiving a take authorization for a project to pay specified fees in lieu of satisfying the mitigation obligation on several bases, including if the project receives a permit issued by a county or city. This bill would additionally authorize the department to enter into an agreement with a city to delegate to the city the ability to authorize the taking of a western Joshua tree associated with developing commercial and industrial projects. This bill would authorize the department to authorize, by permit, without payment of fees or other mitigation, (1) the removal or trimming by an owner of an existing single-family residence of a western Joshua tree that is within 30 feet of the single-family residence or 15 feet of an existing accessory structure, or within the construction footprint, or 15 feet of the construction footprint, of a new accessory structure that is proposed to be constructed for the single-family residence or (2) the removal or trimming by a developer of a public works project of a western Joshua tree that is within the construction footprint, or 15 feet of the construction footprint, of the public works project. The bill would require a property owner or public works project developer seeking a permit to submit a request to the department that includes specified information. The bill would require, within 60 days of receipt of a request for a permit, the department to either notify the property owner or public works project developer that the department will issue the permit or to deny the request if it does not meet the above-described requirements. The bill would exempt from the California Environmental Quality Act the issuance of a permit by the department for a project described above in (1). (Based on 03/19/2026 text)

AB 1821 (Pacheco, D) California Public Records Act: fees and agency response time.

Introduced: 02/11/2026

Last Amended: 03/16/2026

Status: 03/17/2026 - Re-referred to Com. on JUD.



Location: 03/16/2026 - Assembly Judiciary

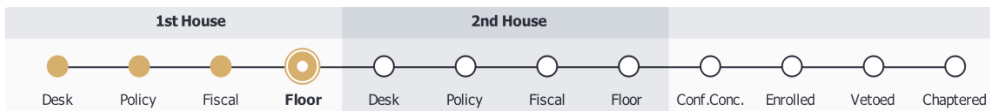
Summary: Existing law, the California Public Records Act, requires each state or local agency, upon a request for a copy of records that reasonably describes an identifiable record or records, to make the records promptly available to any person upon payment of fees covering direct costs of duplication, or a statutory fee if applicable, except with respect to public records exempt from disclosure by express provisions of law. This bill would require, if a single request exceeds 2 hours of search time, or if the total requests by a requestor exceed 10 hours of search time in one month, the requestor to also submit to the agency a payment of fees in an amount determined by the agency as reasonable to compensate the agency for the administrative time of completing the requests. The bill would exempt from that requirement a journalist, a newspaper, and an educational or noncommercial scientific institution, as specified. The bill would define "search" for purposes of that requirement to mean to review, either manually or by automated means, agency records for the purpose of locating those records that are responsive to a request. (Based on 03/16/2026 text)

AB 1838 (Berman, D) Public contracts: local agencies: responsive bidders.

Introduced: 02/11/2026

Status: 03/23/2026 - Read second time. Ordered to third reading.

Calendar: 03/26/26 #31 A-THIRD READING FILE - ASSEMBLY BILLS



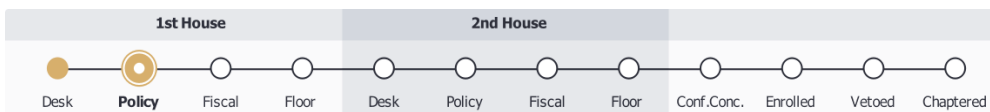
Location: 03/23/2026 - Assembly THIRD READING

Summary: Existing law governs the procurement process for contracts of specified public entities. Existing law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency, as specified, to fully disclose any history of wage-and-hour violations and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid. (Based on 02/11/2026 text)

AB 1855 (Gonzalez, Jeff, R) California Environmental Quality Act: exemption: passenger rail service.

Introduced: 02/11/2026

Status: 02/23/2026 - Referred to Com. on NAT. RES.



Location: 02/23/2026 - Assembly Natural Resources

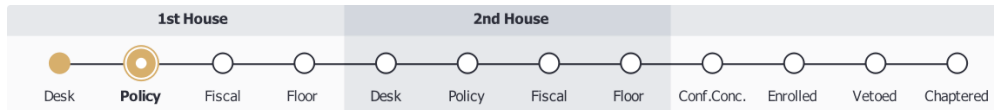
Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2040, exempts from its requirements certain projects for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, as provided. CEQA requires, for purposes of this exemption, that the project be located entirely within an existing rail right-of-way or existing highway right-of-way, as provided. This bill would instead eliminate the condition that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. The bill would require, for purposes of the exemption, the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way. This bill contains other related provisions and other existing laws. (Based on 02/11/2026 text)

AB 1859 (Ortega, D) Public works.

Introduced: 02/11/2026

Status: 03/19/2026 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 7. Noes 0.) (March 18). Re-referred to Com. on JUD.

Calendar: 04/07/26 A-JUDICIARY 8 a.m. - State Capitol, Room 437 KALRA, ASH, Chair



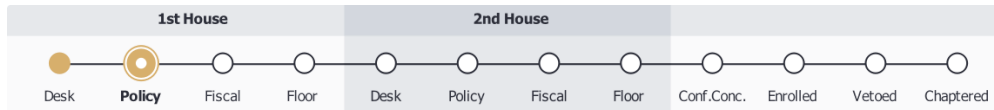
Location: 03/18/2026 - Assembly Judiciary

Summary: Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works. Existing law defines “public works,” for the purposes of regulating public works contracts as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law makes any officer, agent, or representative of the state or of any political subdivision who willfully violates specified provisions, including providing notice of certain public works projects, as specified, to the Department of Industrial Relations, guilty of a misdemeanor. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. This bill would require an awarding body or owner to give reasonable access, as defined, to representatives of a joint-labor management committee in order to monitor compliance with the prevailing wage and apprenticeship requirements. The bill would authorize the committee to bring an action against an awarding body, contractor, or subcontractor that willfully denies the committee’s representative reasonable access. The bill would require the court to award various civil penalties and costs, as specified. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 02/11/2026 text)

AB 1862 (Boerner, D) Use of Taxpayer Funds Act.

Introduced: 02/11/2026

Status: 03/23/2026 - Referred to Coms. on L. GOV. and REV. & TAX.



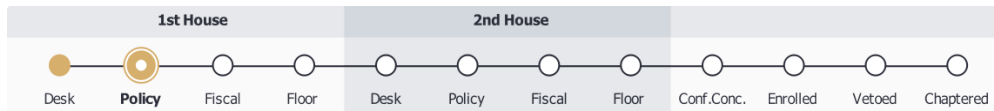
Location: 03/23/2026 - Assembly Local Government

Summary: Existing law generally regulates public works and public purchases, including prohibiting a state agency, as defined, from entering into any contract for the purchase of supplies, equipment, or services from any person who is, among other things, in violation of any order or resolution not subject to review promulgated by the State Air Resources Board or an air pollution control district. This bill would prohibit a public entity from entering into any contract, lease, grant agreement, joint venture, partnership, or other arrangement with a private party that, among other things, grants the private party the right to restrict or condition the use, allocation, or disbursement of taxpayer funds collected or received by the public entity. The bill would make any provision of a contract, lease, grant agreement, joint venture, partnership, or other arrangement that takes effect or commences on or after January 1, 2027, that is in violation of that provision void and unenforceable. The bill would specify that nothing in its provisions are to be construed to prohibit a public entity from entering into a contract, lease agreement, grant agreement, joint venture, partnership, or other arrangement with a private party that, among other things, grants the private party the right to determine, restrict, or condition the use, allocation, or disbursement of nontaxpayer funds, provided that the authority does not extend in any way to taxpayer funds collected or received by the public entity. The bill would define various terms for its purposes. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities. (Based on 02/11/2026 text)

AB 1997 (Lee, D) Land use: housing development approvals: timelines and processes.

Introduced: 02/17/2026

Status: 03/09/2026 - Referred to Coms. on L. GOV. and H. & C.D.



Location: 03/09/2026 - Assembly Local Government

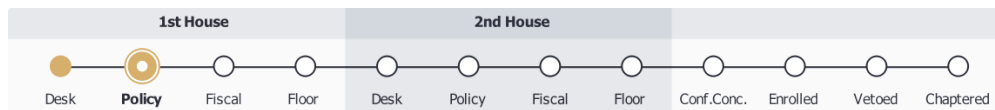
Attachment: Bill Report 4-26 (12073 : State Legislative Update)

Summary: Existing law, the Planning and Zoning Law, requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law, the Housing Accountability Act (act), among other things, when a housing development project, as defined, that complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time that the application was deemed complete, requires a local agency that proposes to disapprove that development, or to impose a condition that the project be developed at a lower density, to base its decision on written findings supported by a preponderance of the evidence that specified conditions exist. That act, however, sets forth certain limitations with respect to its requirements, including providing that the act does not prohibit a local agency from requiring the housing development project to comply with objective, quantifiable, written development standards, conditions, and policies appropriate to, and consistent with, meeting the jurisdiction's share of the regional housing need. The act provides for enforcement of its provisions by an enforcement action brought by the applicant, a person who would be eligible to apply for residency in the housing development, or a housing organization, as provided. This bill would, under the act, prohibit a plan, entitlement, or permit that has been approved by a previous local utility or agency from being overturned or revised by a subsequent utility or agency, unless the development proponent makes a material change to the project, as described. This bill contains other related provisions and other existing laws. (Based on 02/17/2026 text)

AB 2002 (Solache, D) Local government assistance: Regional Early Action Planning Fund.

Introduced: 02/17/2026

Status: 03/09/2026 - Referred to Com. on H. & C.D.



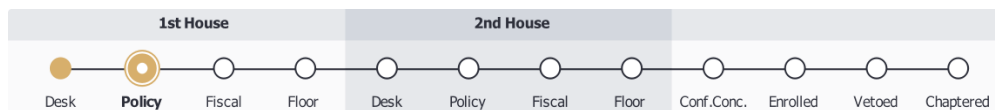
Location: 03/09/2026 - Assembly Housing and Community Development

Summary: Existing law, the Planning and Zoning Law, requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law establishes the Local Government Planning Support Grants Program, administered by the department, for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, as provided. This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding, including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided. The bill would require a jurisdiction that receives a suballocation of funds to only use that suballocation for housing-related planning activities, as provided. The bill would authorize the department to monitor expenditures and activities of an applicant, as the department deems necessary, to ensure compliance with program requirements. This bill contains other related provisions and other existing laws. (Based on 02/17/2026 text)

AB 2020 (Gabriel, D) Housing programs: financing.

Introduced: 02/17/2026

Status: 03/02/2026 - Referred to Com. on H. & C.D.



Location: 03/02/2026 - Assembly Housing and Community Development

Summary: Existing law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing, as specified, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. Existing law sets forth various general powers of the

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

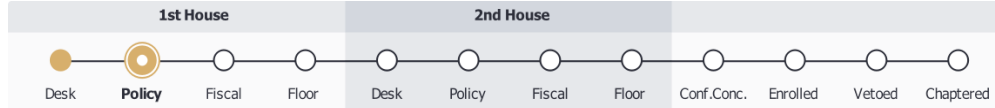
department in implementing these programs, including authorizing the department to enter into long-term contracts or agreements of up to 30 years for the purpose of servicing loans or grants or enforcing regulatory agreements or other security documents. This bill would permit the department to authorize the transfer of excess reserves or excess operating income, as defined, from one rental housing development to another rental housing development with the same owner, as specified. (Based on 02/17/2026 text)

AB 2059 (Wilson, D) California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.

Introduced: 02/18/2026

Last Amended: 03/19/2026

Status: 03/23/2026 - Re-referred to Com. on NAT. RES.



Location: 03/19/2026 - Assembly Natural Resources

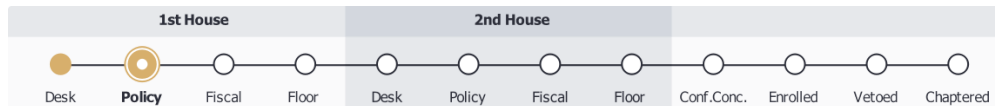
Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that the total cost of mitigation measures required to address a significant transportation impact as determined by the vehicle miles traveled metric is not to exceed 5% of the estimated total project costs. The bill would specify that mitigation measures to address a significant transportation impact as determined by the vehicle miles traveled metric that exceed the 5% limit are deemed to be economically infeasible for the purposes of CEQA. Because the bill would impose additional duties on a lead agency in its analysis of mitigated measures required to address significant transportation impacts, this bill would impose a state-mandated local program. (Based on 03/19/2026 text)

AB 2074 (Haney, D) Regional transit hub districts: downtown housing developments.

Introduced: 02/18/2026 (Spot bill)

Last Amended: 03/19/2026

Status: 03/23/2026 - Re-referred to Com. on H. & C.D.



Location: 03/19/2026 - Assembly Housing and Community Development

Summary: The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts, as specified. The bill would require a downtown housing development to be an allowed use within a regional transit hub district, as specified. The bill would prescribe requirements for downtown housing developments, including requiring specified labor standards and requiring the developments to be eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation. By requiring certain cities to designate regional transit hub districts and requiring streamlined ministerial approval of certain housing developments, the bill would impose a state-mandated local program. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

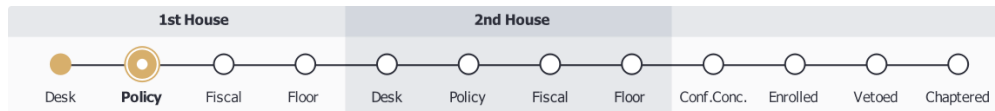
municipal affair and, therefore, apply to all cities, including charter cities. This bill contains other existing laws. (Based on 03/19/2026 text)

AB 2094 (Harabedian, D) Surplus Public Land Housing Pilot Program.

Introduced: 02/18/2026

Last Amended: 03/16/2026

Status: 03/17/2026 - Re-referred to Com. on H. & C.D.



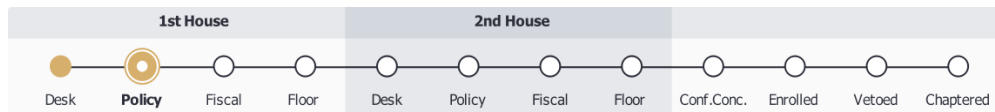
Location: 03/16/2026 - Assembly Housing and Community Development

Summary: Existing law establishes the Department of Housing and Community Development (department) and, pursuant to the Governor’s Reorganization Plan No. 1 of 2025, which became effective on July 5, 2025, transfers the department to the California Housing and Homelessness Agency, effective July 1, 2026, for purposes of carrying out state housing policies and programs. Existing law, commonly referred to as the Surplus Land Act, prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee. As part of these procedures, existing law requires that the local agency send a notice of availability to housing sponsors, as defined, that have notified the department of their interest in surplus land, as specified. This bill would require the department to establish and administer the Surplus Public Land Housing Pilot Program (program). The bill would set forth the purposes of the program, including to increase the supply of affordable housing. The bill would require the department to ensure that at least one housing pilot project on surplus public land is completed by January 1, 2030, and to identify and prioritize surplus public land suitable for housing pilot project development, as specified. The bill would define a “housing pilot project” as housing developed pursuant to the bill’s provisions that is owned by a local public entity, provides housing affordable to a mix of household income levels, and preserves long-term affordability. The bill would authorize the department to use surplus public land in collaboration with a local public entity, as described, and to develop housing, as specified, directly or in partnership with a local public entity, a nonprofit housing developer, or a mission-driven private entity. The bill would require the housing pilot project developed pursuant to the bill’s provisions to be, among other things, a use by right and ministerially approved if it meets local objective planning and zoning standards. The bill would require the construction of a housing pilot project to be subject to specified prevailing wage requirements, as specified, and to use a skilled and trained workforce, as described. The bill would require housing pilot project units to be eligible to be counted by a jurisdiction toward its share of the regional housing needs assessment, as specified. The bill would require the department, beginning January 1, 2031, and annually thereafter, until January 1, 2035, to submit a report to the Legislature, as described. The bill, upon appropriation by the Legislature, would authorize the department to utilize legislative appropriations, existing housing funds that may be used for a housing pilot project, local contributions, federal funds, and bond financing to implement the program. This bill contains other existing laws. (Based on 03/16/2026 text)

AB 2139 (Garcia, D) Surplus lands: economic opportunities.

Introduced: 02/18/2026

Status: 03/09/2026 - Referred to Com. on L. GOV.



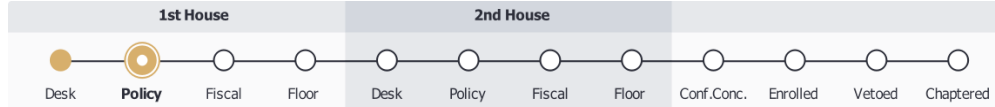
Location: 03/09/2026 - Assembly Local Government

Summary: Existing law prescribes requirements for the disposal of surplus land by a local agency, including sending a written notice of the availability of the property before disposal of that property or participating in negotiations to dispose of that property with a prospective transferee, as specified. Existing law specifies that certain disposals of land are not subject to these provisions, including, disposal of land by a city with a population exceeding 2,500,000 for certain purposes, as specified. Existing law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. This bill would exempt from the requirements for the disposal of surplus property the disposal of real property acquired by a local agency on or after, January 1, 2029, for the purpose of creating an economic opportunity, when the local agency adopts a specified resolution that includes plans for anticipated improvement and future use of the property and disposes of the property to a public or private entity consistent with the planned used identified in the resolution. (Based on 02/18/2026 text)

AB 2168 (Wicks, D) Active Transportation Program: guidelines.

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

Introduced: 02/18/2026
Last Amended: 03/16/2026
Status: 03/17/2026 - Re-referred to Com. on TRANS.

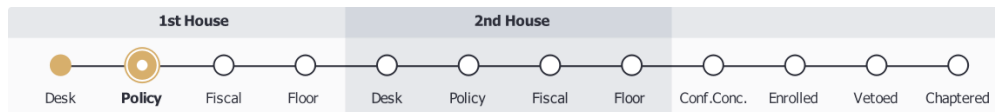


Location: 03/16/2026 - Assembly Transportation

Summary: Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit and investments in transit-rich and infill opportunity areas, as specified. This bill contains other related provisions and other existing laws. (Based on 03/16/2026 text)

AB 2267 (Garcia, D) State bridges and overpasses: suicide prevention.

Introduced: 02/19/2026
Last Amended: 03/24/2026
Status: 03/24/2026 - From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

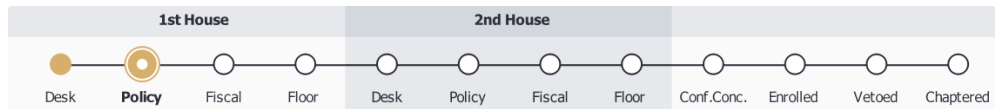


Location: 03/09/2026 - Assembly Transportation

Summary: Existing law requires, beginning on or before July 1, 2028, the Department of Transportation, in consultation with the State Department of Public Health and in collaboration with impacted local governments, to incorporate suicide deterrent considerations in the updates of applicable guidance documents, as provided. This bill would require the Department of Transportation to additionally develop and maintain, beginning on or before July 1, 2029, a set of preapproved suicide prevention safety-barrier designs that local governments may use to install suicide prevention barriers, as provided. (Based on 03/24/2026 text)

AB 2295 (Johnson, R) Regional housing need: affordable housing.

Introduced: 02/19/2026
Status: 03/09/2026 - Referred to Coms. on H. & C.D. and L. GOV.



Location: 03/09/2026 - Assembly Housing and Community Development

Summary: Existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected housing need, as provided. Existing law requires each council of governments, or delegate subregion as applicable, to develop and adopt a methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or within the subregion, as provided. Existing law also requires each council of governments and delegate subregion, as applicable, to adopt a final allocation of regional housing needs to each local government in the region or subregion, where applicable, and the department, based on that adopted methodology. Existing law requires that the housing element of a county's or city's general plan include, among other things, a quantification of the locality's existing and projected housing needs for all income levels, which must include the locality's share of the regional housing need, as provided. Existing law authorizes a local government within the same county as a federally recognized Native American tribe to enter into a voluntary agreement with a tribe to allow new tribal housing development projects to count toward the locality's share of the regional housing needs allocation if certain conditions are met. This bill would authorize a local government, as defined, to enter into a voluntary agreement with another local government to allow new housing development projects to count toward each locality's share of the regional housing needs allocation if certain conditions are met, including that the project includes affordable housing units for very low and lower income households. (Based on 02/19/2026 text)

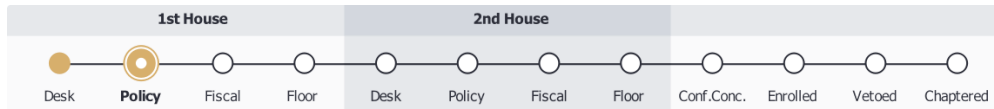
AB 2372 (Hoover, R) Vehicles: tolls.

Introduced: 02/19/2026

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

Last Amended: 03/16/2026

Status: 03/17/2026 - Re-referred to Com. on TRANS.



Location: 03/16/2026 - Assembly Transportation

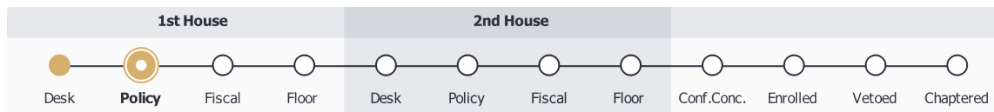
Summary: Existing law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an authorized emergency vehicle, as specified. This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the California Highway Patrol. (Based on 03/16/2026 text)

AB 2454 (Solache, D) State highways: report: southeast Los Angeles County.

Introduced: 02/20/2026

Last Amended: 03/19/2026

Status: 03/23/2026 - Re-referred to Com. on TRANS.



Location: 03/19/2026 - Assembly Transportation

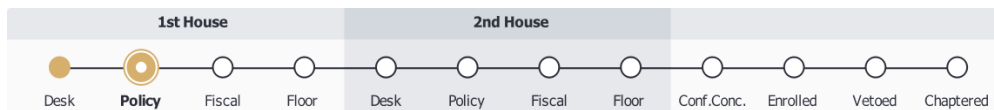
Summary: Existing law establishes the Department of Transportation and requires the department to improve and maintain the state highways. This bill would require the department, in collaboration with the California Transportation Commission, to prepare a report to assess the services provided by the department to maintain and improve the state highway system, and the needs of state highway infrastructure, in the southeast portion of the County of Los Angeles. The bill would require the department to submit the report to the Legislature, and post the report on its internet website, on or before February 1, 2028. In preparing the report, the bill would require the department to provide an opportunity to comment on the topic of the report, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for County of Los Angeles. (Based on 03/19/2026 text)

AB 2498 (Chen, R) Exempt surplus land: surplus land subject to a valid legal restriction.

Introduced: 02/20/2026

Last Amended: 03/19/2026

Status: 03/23/2026 - Re-referred to Com. on L. GOV.



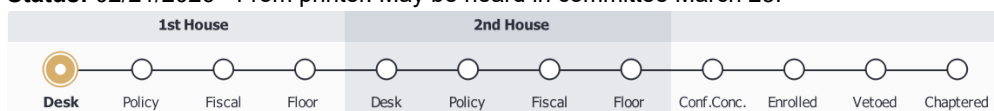
Location: 03/19/2026 - Assembly Local Government

Summary: Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines "surplus land" for these purposes to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency's use. Existing law provides that an agency is not required to follow certain requirements for the disposal of surplus land for "exempt surplus land," as defined. Under existing law, "exempt surplus land" includes surplus land that is subject to a valid legal restriction that is not imposed by the local agency and that makes housing prohibited, unless there is a feasible method to satisfactorily mitigate or avoid the prohibition on the site, as specified. Existing law specifies that valid legal restrictions for these purposes include existing leases, or other contractual obligations or restrictions, if the terms were agreed to prior to September 30, 2019. This bill would specify that the requirements of an option agreement are among the contractual obligations or restrictions described above. (Based on 03/19/2026 text)

AB 2501 (Lackey, R) Local government.

Introduced: 02/20/2026

Status: 02/21/2026 - From printer. May be heard in committee March 23.



Attachment: Bill Report 4-26 (12073 : State Legislative Update)

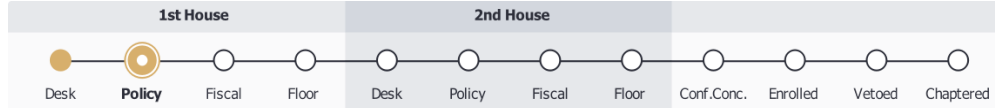
Location: 02/20/2026 - Assembly PRINT

Summary: Existing law authorizes the legislative bodies of local agencies to enter into associations and, through a representative of the associations, attend the Legislature and Congress, and any committees thereof, and present information to aid the passage of legislation which the association deems beneficial to the local agencies in the association, among other things. Existing law authorizes a legislative body to withdraw from the association at any time by resolution. This bill would make nonsubstantive changes to the withdrawal provision. (Based on 02/20/2026 text)

AB 2552 (Ávila Fariás, D) California Environmental Quality Act: transportation impact mitigation.

Introduced: 02/20/2026

Status: 03/16/2026 - Referred to Coms. on NAT. RES. and H. & C.D.



Location: 03/16/2026 - Assembly Natural Resources

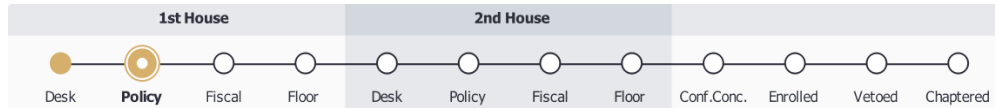
Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, existing law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Existing law makes those moneys available to the department, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, existing law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. Existing law makes related findings and declarations. This bill would provide that a contribution to the fund is full and complete mitigation for that portion of the project's significant transportation impact and a legally sufficient mitigation measure under CEQA. The bill would make additional related findings and declarations. This bill would declare that it is to take effect immediately as an urgency statute. (Based on 02/20/2026 text)

AB 2560 (Schultz, D) Climate Action Plan for Transportation Infrastructure: goals.

Introduced: 02/20/2026

Status: 03/09/2026 - Referred to Com. on TRANS.

Calendar: 04/06/26 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair



Location: 03/09/2026 - Assembly Transportation

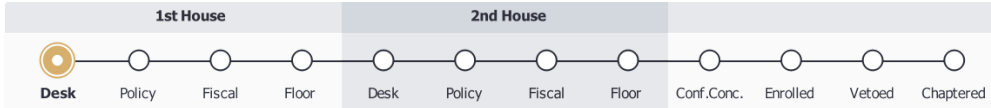
Summary: Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the Transit and Intercity Rail Capital Program, a program within the Road Maintenance and Rehabilitation Program, commonly known as the Local Partnership Program, the Trade Corridor Enhancement Program, the Active Transportation Program, and the Solutions for Congested Corridors Program. This bill would establish the Climate Action Plan for Transportation Infrastructure (CAPTI) goals, and would authorize the Transportation Agency to update those CAPTI goals, as specified. The bill would require a project under the above-described programs to apply, where feasible, within the fix-it-first approach, the CAPTI goals as established or updated by the agency, as specified. (Based on 02/20/2026 text)

ACA 12 (Wallis, R) Road usage charges: vote and voter approval requirements.

Introduced: 03/26/2025

Status: 03/27/2025 - From printer. May be heard in committee April 26.

Attachment: Bill Report 4-26 (12073 : State Legislative Update)



Location: 03/26/2025 - Assembly PRINT

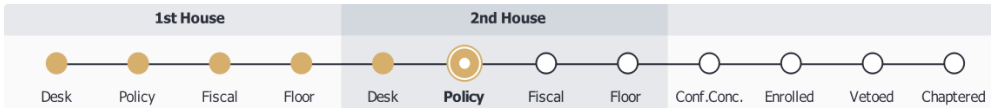
Summary: The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature, and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a “tax” as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement. This bill contains other related provisions and other existing laws. (Based on 03/26/2025 text)

SB 16 (Blakespear, D) Ending Street Homelessness Act.

Introduced: 12/02/2024 (Spot bill)

Last Amended: 06/23/2025

Status: 07/10/2025 - July 16 hearing postponed by committee.



Location: 06/09/2025 - Assembly Housing and Community Development

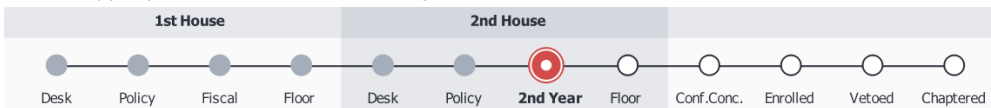
Summary: Existing law, the Planning and Zoning Law, requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. Existing law requires the housing element to consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as provided. Existing law requires each city, county, and city and county to revise its housing element according to a specified schedule, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, and requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. At least 2 years before a scheduled revision of the housing element, as specified, existing law requires each council of governments, or delegate subregion as applicable, to develop, in consultation with the department, a proposed methodology for distributing the existing and projected regional housing need to jurisdictions, as specified. Existing law requires that the final allocation plan ensure that the total regional housing need, by income category, determined as specified, is maintained, and that each jurisdiction in the region receive an allocation of units for low- and very low income households. For the 7th and subsequent revisions of the housing element, existing law also requires that the allocation to each region include an allocation of units for acutely low and extremely low income households. This bill, until January 1, 2032, would require the council of governments, or delegate subregion, as applicable, in developing the proposed allocation methodology that allocates each jurisdiction’s share of the regional housing need for acutely low income housing, to count any newly constructed interim housing, as specified, as meeting the needs of acutely low income households. By imposing additional duties on local governments, this bill would impose a state-mandated local program. This bill contains other existing laws. (Based on 06/23/2025 text)

SB 74 (Seyarto, R) Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.

Introduced: 01/15/2025

Last Amended: 04/07/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)



Location: 08/28/2025 - Assembly 2 YEAR

Summary: Existing law establishes the Office of Land Use and Climate Innovation in the Governor’s office for the purpose of serving the Governor and the Governor’s cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Existing law authorizes a local agency to finance

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

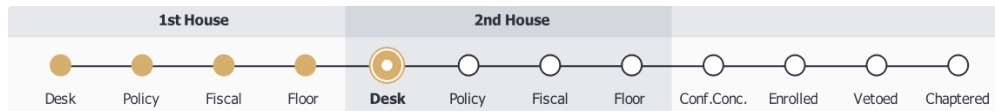
infrastructure projects through various means, including by authorizing a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified. The bill would require the office to develop guidelines to implement the program that establish the criteria by which grant applications will be evaluated and funded. The bill would make these provisions operative on January 1, 2030. (Based on 04/07/2025 text)

SB 222 (Wiener, D) Residential heat pump systems: water heaters and HVAC: installations.

Introduced: 01/27/2025

Last Amended: 01/15/2026

Status: 01/26/2026 - Read third time. Passed. (Ayes 29. Noes 8.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/26/2026 - Assembly DESK

Summary: Existing law establishes the State Energy Resources Conservation and Development Commission and prescribes the authorities, duties, and responsibilities of the commission pertaining to energy matters. Existing law requires the commission, on or before January 1, 2019, in consultation with the Contractors State License Board, local building officials, and other stakeholders, to approve a plan that promotes compliance with specified regulations relating to building energy efficiency standards in the installation of central air-conditioning and heat pumps, as specified. Existing law authorizes the commission to adopt regulations to increase compliance with permitting and inspection requirements for central air-conditioning and heat pumps, and associated sales and installations, consistent with the above-described plan. The bill would require a city, county, or city and county, beginning July 1, 2027, to adopt and offer asynchronous inspections for installations of residential heat pump water heater or heat pump HVAC systems, as defined, that do not require a licensed contractor and building inspector to be simultaneously present during the inspection. The bill would authorize a building inspector to contact the licensed contractor who performed the installation by telephone call or real-time video conferencing during their inspection, and, if the building inspector determines during an asynchronous inspection that there is an issue with an installation of the heat pump water heater or heat pump HVAC system and that the licensed contractor who performed the installation must be present to perform tests or cure the installation, to require the licensed contractor who performed the installation to schedule an additional inspection in which the building inspector and the licensed contractor who performed the installation are required to be simultaneously present during the additional inspection. The bill would specify that these provisions do not require a local entity described above to discontinue offering inspections for the installation of a residential heat pump water heater or heat pump HVAC system where in a building inspector and licensed contractor who performed the installation are simultaneously present. This bill contains other related provisions and other existing laws. (Based on 01/15/2026 text)

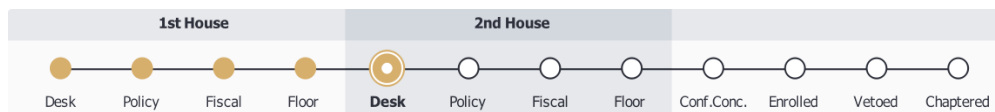
Attachment: Bill Report 4-26 (12073 : State Legislative Update)

SB 239 (Arreguín, D) Open meetings: teleconferencing: subsidiary body.

Introduced: 01/30/2025

Last Amended: 04/07/2025

Status: 01/27/2026 - Read third time. Passed. (Ayes 29. Noes 11.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/27/2026 - Assembly DESK

Summary: Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the

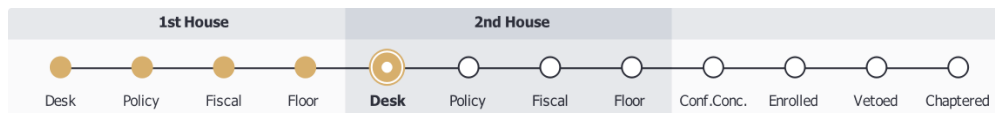
legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. The bill would also require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. This bill contains other related provisions and other existing laws. (Based on 04/07/2025 text)

SB 247 (Smallwood-Cuevas, D) State agency contracts: bid preference: equity metrics.

Introduced: 01/30/2025

Last Amended: 04/21/2025

Status: 01/27/2026 - Read third time. Passed. (Ayes 30. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/27/2026 - Assembly DESK

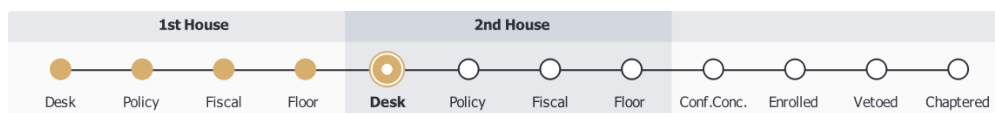
Summary: Existing law establishes bid preferences and participation goals in public contracting for certain types of bidders. The Small Business Procurement and Contract Act establishes a minimum goal of 25% procurement participation for small businesses, including microbusinesses, in the provision of goods, information technology, and services to the state, and in the construction of state facilities. The Small Business Procurement and Contract Act requires that state agencies awarding contracts for goods, information technology, services, and construction give 5% bid preferences, as specified, to small business and microbusiness bidders. The California Disabled Veteran Business Enterprise Program requires state departments that award contracts to establish 3% participation goals for certain types of contracts for certified disabled veteran business enterprises, as defined. This bill would require an awarding department, defined to include a state agency or department, to provide a bid preference of a prescribed percentage, as specified, in the award of contracts to contractors that set equity metrics. The bill would prohibit awarding a preference to a noncompliant bidder and would also prohibit the preference from being used to achieve any applicable minimum requirements. The bill would require the Department of General Services to adopt rules and regulations for the purpose of implementing these provisions. (Based on 04/21/2025 text)

SB 299 (Cabaldon, D) California Environmental Quality Act: exemption: day care center: family daycare home: zoning.

Introduced: 02/10/2025

Last Amended: 01/14/2026

Status: 01/26/2026 - Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/26/2026 - Assembly DESK

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts specified projects from CEQA, including a project that consists exclusively of a day care center, as defined, that is not located in a residential area. This bill would exempt from CEQA a project that consists exclusively of a day care center or a family daycare home, as defined, that is located on a parcel of land zoned exclusively for residential use, except as provided. By imposing additional duties on a lead agency to determine the applicability of these exemptions, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 01/14/2026 text)

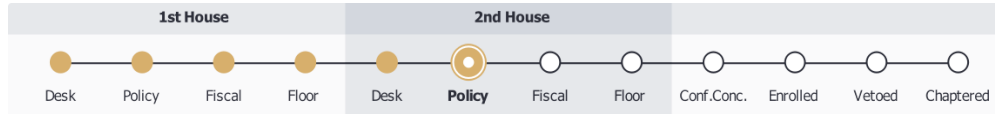
Attachment: Bill Report 4-26 (12073 : State Legislative Update)

SB 360 (Rubio, D) Land conservation: California Wildlife, Coastal, and Park Land Conservation Act: County of San Bernardino.

Introduced: 02/13/2025

Last Amended: 05/23/2025

Status: 06/05/2025 - Referred to Com. on W. P., & W.



Location: 06/05/2025 - Assembly Water, Parks and Wildlife

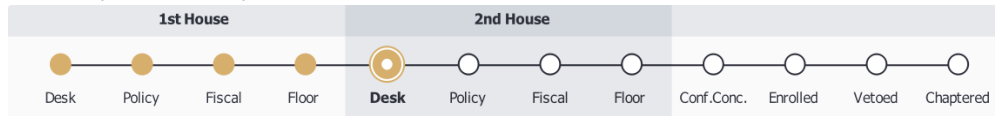
Summary: (1)The California Wildlife, Coastal, and Park Land Conservation Act, an initiative measure approved by the voters in the June 7, 1988, statewide primary election, provided bond funds for wildlife, coastal, and parkland conservation. The initiative measure authorizes the act to be amended by a 2/3 vote of the Legislature if the amendment is consistent with the purposes of the act. Existing law requires an applicant receiving state funds under the act to maintain any property acquired in perpetuity, as specified, to use the property only for the purposes stated in the act, and to make no other use, sale, or other disposition of the property except as authorized by a specific act of the Legislature. Existing law authorizes the County of San Bernardino to sell or exchange property it owns within the Chino Agricultural Preserve that was purchased with grant funds if it meets certain conditions. This bill would additionally authorize preservation of those lands or easements for park and recreational purposes, and would explicitly include, to the extent they are consistent with the purposes of the act, playgrounds, recreational venues, and preservation of historical resources as appropriate purposes. (Based on 05/23/2025 text)

SB 417 (Cabaldon, D) The Affordable Housing Bond Act of 2026.

Introduced: 02/18/2025

Last Amended: 01/22/2026

Status: 01/27/2026 - Read third time. Urgency clause adopted. Passed. (Ayes 30. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/27/2026 - Assembly DESK

Summary: Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. This bill would provide for submission of the bond act to the voters at the November 3, 2026, statewide general election, in accordance with specified law. This bill would declare that it is to take effect immediately as an urgency statute. (Based on 01/22/2026 text)

SB 445 (Wiener, D) High-speed rail: third-party agreements, permits, and approvals: regulations.

Introduced: 02/18/2025

Last Amended: 07/17/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)



Location: 08/28/2025 - Assembly 2 YEAR

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, as specified. The act establishes legal procedures for the relocation of

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

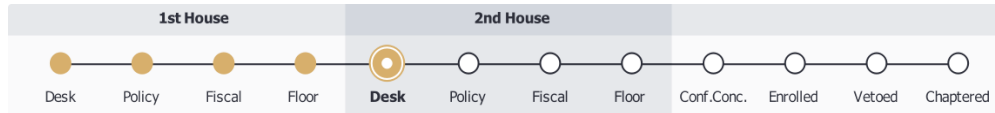
publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party. Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. This bill contains other related provisions and other existing laws. (Based on 07/17/2025 text)

SB 492 (Menjivar, D) Youth Housing Bond Act of 2026.

Introduced: 02/19/2025

Last Amended: 01/22/2026

Status: 01/27/2026 - Read third time. Urgency clause adopted. Passed. (Ayes 30. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/27/2026 - Assembly DESK

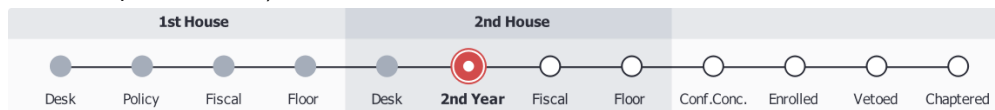
Summary: Existing law, the Veterans and Affordable Housing Bond Act of 2018, which was approved by the voters as Proposition 1 at the November 6, 2018, statewide general election, authorizes the issuance of bonds in the amount of \$4,000,000,000 pursuant to the State General Obligation Bond Law and requires the proceeds from the sale of these bonds to be used to finance various housing programs and a specified program for farm, home, and mobilehome purchase assistance for veterans, as provided. Existing law establishes, among various other programs intended to address homelessness in this state, the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. This bill would enact the Youth Housing Bond Act of 2026 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$1,000,000,000 pursuant to the State General Obligation Bond Law to finance the Youth Housing Program, established as part of the bond act. The bill, as a part of the program, would require the Department of Housing and Community Development to make awards to local agencies, nonprofit organizations, and joint ventures for the purpose of acquiring, renovating, constructing, and purchasing equipment for youth centers or youth housing, as those terms are defined. This bill would provide for submission of the bond act to the voters at the November 3, 2026, statewide general election in accordance with specified law. This bill would declare that it is to take effect immediately as an urgency statute. (Based on 01/22/2026 text)

SB 549 (Allen, D) Local government: Second Neighborhood Infill Finance and Transit Improvements Act: Resilient Rebuilding Authority for the Los Angeles Wildfires.

Introduced: 02/20/2025

Last Amended: 06/23/2025

Status: 09/12/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV on 9/10/2025)(May be acted upon Jan 2026)



Location: 09/10/2025 - Assembly 2 YEAR

Summary: Existing law authorizes the legislative body of a city or a county, defined to include a city and county, to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, as provided. Existing law provides for the preparation of a proposed infrastructure financing plan, as provided, which takes effect upon adoption by the public financing authority of the district following a specified public hearing and protest procedure. Existing law authorizes the infrastructure financing plan

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

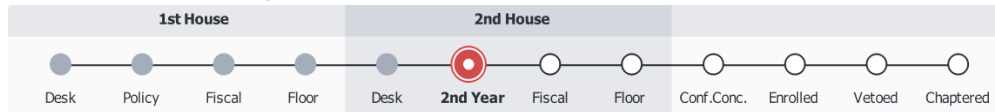
to provide for the division of taxes levied on taxable property in the area included within the district, as specified, and authorizes the public financing authority to issue bonds by adopting a resolution containing specified provisions, including a determination of the amount of tax revenue available or estimated to be available for the payment of the principal of, and interest on, the bonds. Existing law, the Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are met, including that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. This bill would revise NIFTI-2 to instead authorize, for resolutions adopted under that act's provisions on or after January 1, 2026, a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate property tax revenues, and to remove the authorization for adoption of a resolution that allocates revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes. The bill would also repeal the condition that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. This bill contains other related provisions and other existing laws. (Based on 06/23/2025 text)

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

Introduced: 02/20/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/16/2025)(May be acted upon Jan 2026)



Location: 07/17/2025 - Assembly 2 YEAR

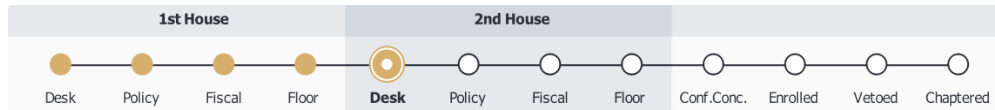
Summary: Existing law vests the Department of Transportation with full possession and control of the state highway system, including associated property, and authorizes the department to require the removal of any encroachment in, under, or over any state highway. Existing law authorizes the department to establish maintenance programs related to highway cleanup, as specified. This bill would require the department to establish a dedicated liaison to, among other things, facilitate communication with local governments and relevant state agencies with regard to addressing homeless encampments within the state highway system and to oversee the development and implementation of delegated maintenance agreements between local agencies and the department in which both work together to reduce and remove homeless encampments within the department's jurisdiction. The bill would authorize the department to grant a single general entry permit for the duration of a delegated maintenance agreement to conduct activities authorized by the bill. The bill would require the department to submit an annual report to the Legislature summarizing specified information and recommendations regarding homeless encampments. (Based on 04/21/2025 text)

SB 667 (Archuleta, D) Railroads: safety: wayside detectors.

Introduced: 02/20/2025

Last Amended: 01/22/2026

Status: 01/27/2026 - Read third time. Passed. (Ayes 26. Noes 11.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/27/2026 - Assembly DESK

Summary: The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

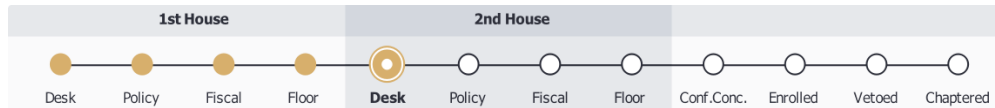
security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track. The bill would define "wayside detector system" to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require the Public Utilities Commission to adopt rules and processes to implement these provisions, including a penalty of not less than \$25,000 for violating these provisions, as provided. The bill would not apply to a class II or class III carrier that has a speed limit of 10 miles per hour or less. (Based on 01/22/2026 text)

SB 677 (Wiener, D) Housing development: transit-oriented development.

Introduced: 02/21/2025

Last Amended: 01/08/2026

Status: 01/26/2026 - Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/26/2026 - Assembly DESK

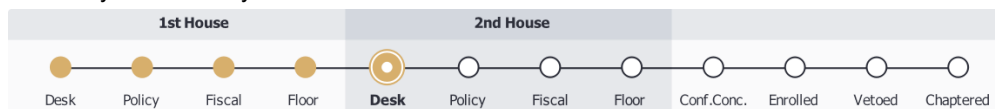
Summary: Existing law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, existing law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Existing law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Existing law defines, among other terms, the term "high-frequency commuter rail" for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Existing law also defines the term "Tier 2 transit-oriented development stop" for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of "high-frequency commuter rail" to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. By increasing the duties of local officials, and by expanding the crime of perjury, this bill would impose a state-mandated local program. This bill contains other existing laws. (Based on 01/08/2026 text)

SB 722 (Wahab, D) Transit-oriented housing development: excluded parcels and sites.

Introduced: 02/21/2025

Last Amended: 01/15/2026

Status: 01/26/2026 - Read third time. Urgency clause adopted. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/26/2026 - Assembly DESK

Summary: Existing law requires that a housing development project, as defined, within a specified distance of a transit-oriented development stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain, applicable requirements, as provided. Among these requirements, existing law prohibits a proposed development under these provisions from being located on sites where the development would require demolition of housing, or that was previously used for housing, that is subject to rent or price controls, as provided. This bill would additionally prohibit the development from being located on an existing parcel of land or site governed under the Mobilehome Residency Law, the Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

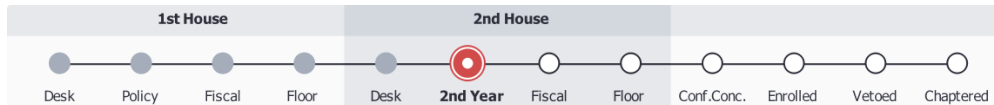
Special Occupancy Parks Act. This bill would declare that it is to take effect immediately as an urgency statute. (Based on 01/15/2026 text)

SB 741 (Blakespear, D) Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.

Introduced: 02/21/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 6/5/2025)(May be acted upon Jan 2026)



Location: 07/17/2025 - Assembly 2 YEAR

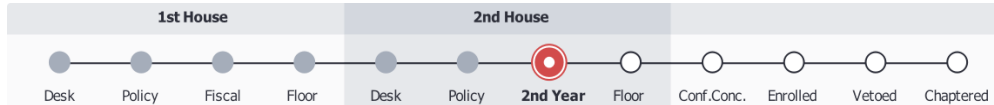
Summary: The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor. (Based on 04/21/2025 text)

SB 772 (Cabaldon, D) Infill Infrastructure Grant Program of 2019: applications: eligibility.

Introduced: 02/21/2025

Last Amended: 07/17/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)



Location: 08/28/2025 - Assembly 2 YEAR

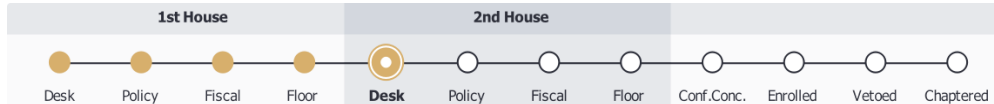
Summary: Existing law establishes the Infill Infrastructure Grant Program of 2019 (program), which requires the Department of Housing and Community Development, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area. Existing law requires the department to administer a specified competitive application process for capital improvement projects for large jurisdictions, as defined. For these purposes, existing law defines a qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that are developed with urban uses. This bill would expand the definition of qualifying infill project to include a residential or mixed-use residential project located within an urbanized area on a vacant site where at least 75% of the perimeter of the site adjoins parcels that have been previously developed with urban uses. (Based on 07/17/2025 text)

SB 799 (Allen, D) Joint powers authorities: South Bay Regional Housing Trust.

Introduced: 02/21/2025

Last Amended: 01/15/2026

Status: 01/26/2026 - Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/26/2026 - Assembly DESK

Summary: Existing law authorizes the establishment of the South Bay Regional Housing Trust, a joint powers authority, by the County of Los Angeles and any or all of the cities within the jurisdiction of the South Bay Cities Council of Governments, with the stated purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within the South Bay Cities region. Existing law authorizes the South Bay Regional Housing Trust to, among other things, fund the planning and construction of

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

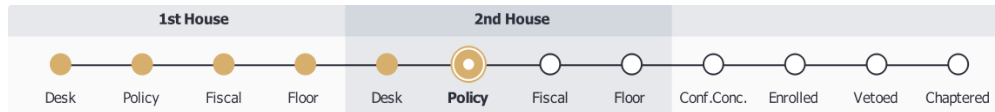
housing of all types and tenures for the homeless population and persons and families of extremely low, very low, and low income. Existing law requires that the South Bay Regional Housing Trust be governed by a board of directors consisting of an appropriate number of directors, to be determined by the governing board of the South Bay Cities Council of Governments. Existing law requires the board of directors to include mayors, council members, or County of Los Angeles supervisors, as described. Existing law requires that the board of directors to elect a chairperson and a vice chairperson from among its members at the first meeting held in each calendar year. Existing law requires the governing board of the South Bay Cities Council of Governments to appoint the board of directors and, in the case of a vacancy on the board of directors, qualified individuals to fill the vacancy, as specified. This bill would instead require the joint powers agreement to establish the number of directors of the trust and the process for appointing directors and filling vacancies. The bill would additionally authorize the board of directors to include persons appointed and designated as alternate members of the board of directors, as specified. The bill would require all directors and alternates to be subject to the board of directors' adopted conflict of interest code. The bill would prohibit each alternate that is currently not an elected official from participating as a voting member in more than 75% of all meetings in a calendar year. The bill would instead require the board of directors to elect a chairperson and a vice chairperson from among its members at the first meeting held in either the calendar or fiscal year. This bill contains other related provisions and other existing laws. (Based on 01/15/2026 text)

SB 802 (Ashby, D) Housing finance and development: Sacramento Area Housing and Homelessness Agency: Multifamily Housing Program: Homekey: Homeless Housing, Assistance, and Prevention program.

Introduced: 02/21/2025

Last Amended: 01/26/2026

Status: 01/26/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D.



Location: 01/26/2026 - Assembly Housing and Community Development

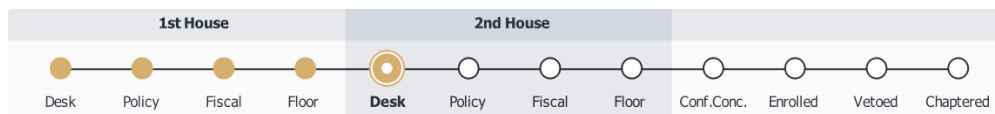
Summary: Existing law, the Joint Exercise of Powers Act, authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Existing law authorizes the agreement to set forth the manner by which the joint powers authority will be exercised. This bill would require that the joint powers authority currently operating as the Sacramento Housing and Redevelopment Agency be restructured, expanded, amended, and renamed as the Sacramento Area Housing and Homelessness Agency, as provided. The bill would require the agency to include the County of Sacramento and qualified local agencies, as specified and defined, and would make the agency the regional authority for prescribed activities, including developing and preserving affordable housing and coordinating and administering homelessness prevention and response services. The bill would require the updated joint powers agreement to provide for a governing board and an executive director, as specified, and require the Sacramento Local Agency Formation Commission to form and appoint an independent task force to consolidate all entities for purposes of establishing the agency, as provided. The bill would require the agency to adopt a comprehensive strategic plan to address housing and homelessness no later than 3 years from the date the restructured joint powers agreement takes effect. The bill would also require the agency to establish and maintain a standing advisory board, as provided. Under the bill, the Sacramento Area Housing and Homelessness Agency would retain its legal identity as the public housing authority and redevelopment successor entity and continue to administer all existing housing, homelessness, and redevelopment programs in compliance with specified law. The bill would require the agency to be the designated recipient of all local housing trust funds and local housing ordinance fees collected by each participating entity within the joint powers agreement, as specified, and require that the agency be deemed a regional entity for the purposes of statewide housing and homelessness funding programs. This bill contains other related provisions and other existing laws. (Based on 01/26/2026 text)

SB 828 (Cabaldon, D) Fireworks licenses and permits: disqualifying conditions: storage facilities: local jurisdictions.

Introduced: 02/21/2025

Last Amended: 01/05/2026

Status: 01/26/2026 - Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/26/2026 - Assembly DESK

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

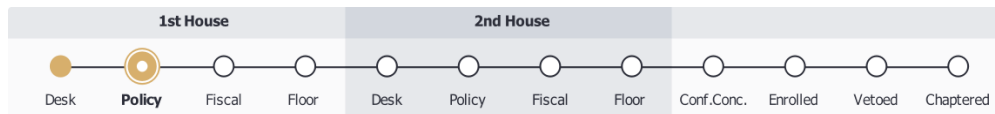
Summary: The State Fireworks Law requires the State Fire Marshal to adopt regulations relating to fireworks as may be necessary for the protection of life and property. Existing law requires these regulations to include, among other things, provisions for the granting of licenses and permits for the manufacture, wholesale, import, export, and sale of all classes of fireworks. Existing law authorizes the State Fire Marshal to deny or revoke a fireworks license for specified reasons. A violation of the State Fireworks Law or the regulations issued pursuant thereto is a misdemeanor. Existing law requires fireworks licensees seeking authorization for specified activities related to fireworks to submit a written application for a permit to the chief of the fire department or the chief fire prevention officer of the city or county, or to another issuing authority that may be designated by the governing body of the city or county, or, in the event there is no officer or person appointed within the area, to the State Fire Marshal or the State Fire Marshal's deputy, as provided. This bill would require applicants for a wholesaler's license, a manufacturer's license, an importer's license, or an exporter's license to disclose the complete street addresses of any intended storage facilities on their initial application. The bill would also require holders of those licenses to notify the Office of the State Fire Marshal and specified local entities of the complete street addresses of intended storage facilities for any fireworks or materials to build fireworks. By expanding the scope of a crime, the bill would impose a state-mandated local program. The bill would subject licensees who violate that notification requirement to a fine of no less than \$10,000, and would authorize the State Fire Marshal to revoke their license. The bill would require the Office of the State Fire Marshal, upon approval of an application for a wholesaler's license, a manufacturer's license, an importer's license, or an exporter's license, to notify specified local entities of any storage site reported on the application. This bill contains other related provisions and other existing laws. (Based on 01/05/2026 text)

SB 908 (Wiener, D) Residential windows: retrofitting: California Energy Code compliance.

Introduced: 01/22/2026

Last Amended: 03/23/2026

Status: 03/23/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.



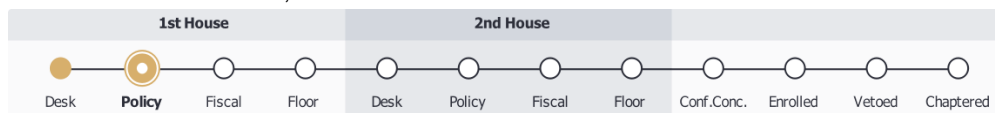
Location: 01/22/2026 - Senate Rules

Summary: Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law places various limits and prohibitions on the governing documents, as defined, relative to an owner's separate interest within those developments. This bill would prohibit those governing documents from limiting or prohibiting the owner of a separate interest within a common interest development from replacing existing residential windows with California Energy Code-compliant windows, as defined. (Based on 03/23/2026 text)

SB 1008 (Ochoa Bogh, R) California Environmental Quality Act: exemption: railroad grade crossing closure.

Introduced: 02/09/2026

Status: 03/18/2026 - From committee: Do pass and re-refer to Com. on E., U & C. (Ayes 5. Noes 0.) (March 18). Re-referred to Com. on E., U & C.



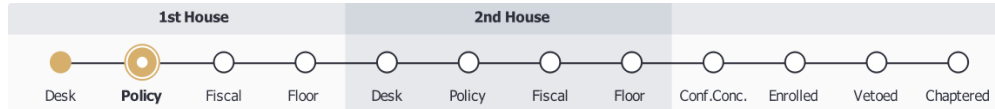
Location: 03/18/2026 - Senate Energy, Utilities and Communications

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements and authorizes a lead agency, if it determines a certain project is exempt from CEQA, to file a notice of exemption, as provided. This bill would exempt from CEQA the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. The bill would provide that the exemption is inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. The bill would require the lead agency to file the notice of exemption with specified public entities, as provided. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 02/09/2026 text)

SB 1019 (Grove, R) Crimes: destruction of railroads.

Introduced: 02/10/2026

Status: 02/18/2026 - Referred to Com. on RLS.



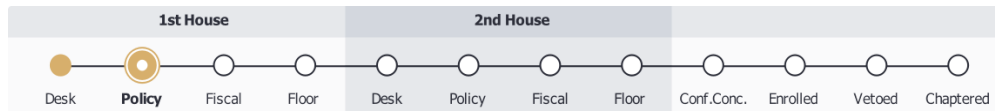
Location: 02/10/2026 - Senate Rules

Summary: Existing law prohibits the destruction, damaging, or removal of, or interference with, as specified, any railroad or related infrastructure. This bill would make a technical, nonsubstantive change to those provisions. (Based on 02/10/2026 text)

SB 1075 (Reyes, D) Air resources: toxic air contaminants: criteria air pollutants: community emissions reduction programs.

Introduced: 02/13/2026

Status: 02/26/2026 - Referred to Com. on RLS.



Location: 02/13/2026 - Senate Rules

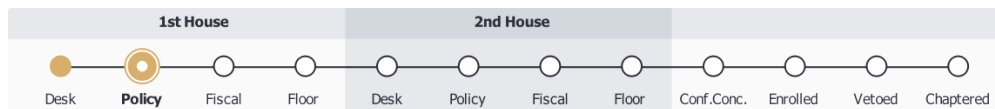
Summary: Existing law requires the State Air Resources Board to prepare a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden that includes an assessment and identification of those communities. Existing law requires the state board, based on the assessment and identification, to select locations around the state for preparation of community emissions reduction programs. Existing law requires the regional air quality management district or the regional air pollution control district encompassing the location selected by the state board, within one year of selection, to adopt a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures, as provided. This bill would make nonsubstantive changes to the above-described provisions. (Based on 02/13/2026 text)

SB 1087 (Cabaldon, D) Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.

Introduced: 02/13/2026

Status: 03/10/2026 - Set for hearing April 8.

Calendar: 04/08/26 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112 BLAKESPEAR, CATHERINE, Chair



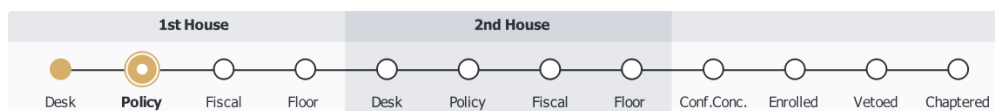
Location: 02/26/2026 - Senate Environmental Quality

Summary: Existing law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. This bill would instead require, on and after January 1, 2027, every 2nd regional transportation plan prepared and adopted by those transportation planning agencies to include a sustainable communities strategy prepared by a metropolitan planning organization. This bill contains other related provisions and other existing laws. (Based on 02/13/2026 text)

SB 1091 (Caballero, D) Community Anti-Displacement and Preservation Program.

Introduced: 02/13/2026

Status: 03/18/2026 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 10. Noes 0.) (March 17). Re-referred to Com. on JUD.



Location: 03/17/2026 - Senate Judiciary

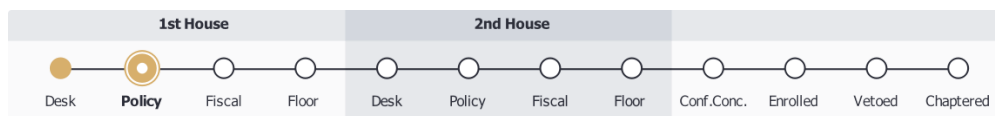
Attachment: Bill Report 4-26 (12073 : State Legislative Update)

Summary: Existing law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency. Existing law, the Governor’s Reorganization Plan No. 1 of 2025 (GRP), which became effective on July 5, 2025, transfers the Department of Housing and Community Development to the California Housing and Homelessness Agency, which the GRP also establishes, as of July 1, 2026. Existing law makes the department responsible for administering various housing programs throughout the state, including, among others, the Multifamily Housing Program and the California Emergency Solutions Grants Program. Existing law, upon appropriation, authorizes the department to make either or both loans and grants to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of department-funded housing projects that have an affordability restriction that has expired, that have an affordability restriction with a remaining term of less than 10 years, or are otherwise at risk for conversion, as provided. This bill would establish the Community Anti-Displacement and Preservation Program for purposes of funding the acquisition and rehabilitation of unrestricted housing units and attaching long-term affordability restrictions on the housing units, while safeguarding against the displacement of current residents. The bill would require the department to issue a request for qualification to select a private sector entity or consortium to manage the program for a period of 5 years. The bill would require the program manager to make loans to eligible borrowers, as defined, based on underwriting guidelines approved by the department. The bill would authorize the department to issue grants or loans from program funds to local public entities upon request for purposes of allowing the local public entity to use the moneys to issue loans to eligible borrowers within its jurisdiction in accordance with the bill’s provisions and department regulations. The bill would require the department to adopt regulations for the operation of the program and would exempt the adoption of regulations by the department for these purposes from the Administrative Procedure Act. This bill contains other related provisions. (Based on 02/13/2026 text)

SB 1136 (Blakespear, D) Intercity rail and commuter rail: special events service plans.

Introduced: 02/17/2026

Status: 02/26/2026 - Referred to Com. on TRANS.



Location: 02/26/2026 - Senate Transportation

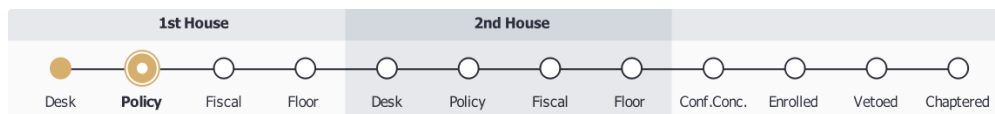
Summary: Existing law requires revenues attributable to a certain portion of the sales tax on diesel fuel to be continuously appropriated to the Transportation Agency under a program commonly known as the State Rail Assistance Program for allocation to public agencies responsible for state-supported intercity rail services, and public agencies responsible for commuter rail services, to be used for operations and capital improvements. This bill would require, as a condition of receiving funding under the program, a public agency responsible for commuter rail services that has a transfer connection station between 2 or more commuter rail services to adopt a special events service plan for each event that meets specified requirements. The bill would require the special events service plan to include schedules to access the event without requiring a transfer, ticket interoperability, and all other technical, equipment, and infrastructure requirements. This bill contains other related provisions and other existing laws. (Based on 02/17/2026 text)

SB 1145 (Grayson, D) California Environmental Quality Act: surplus land disposal requirements: exemption.

Introduced: 02/18/2026

Last Amended: 03/23/2026

Status: 03/23/2026 - From committee with author’s amendments. Read second time and amended. Re-referred to Com. on RLS.



Location: 02/18/2026 - Senate Rules

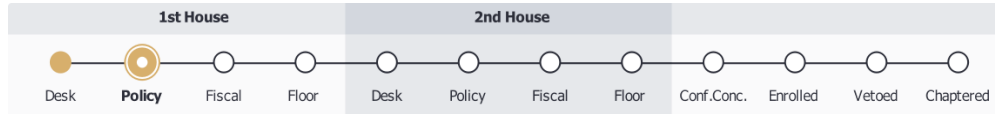
Summary: Existing law requires a local agency to declare land either “surplus land” or “exempt surplus land,” as supported by written findings, before the local agency may take any action to dispose of it consistent with an agency’s policies or procedures and defines terms for these purposes. Existing law generally requires a local agency, before disposing or negotiating to dispose of surplus land, to provide a written notice of the availability of the surplus land to specified entities and housing sponsors. Under existing law, land declared by an agency of the state or any local agency as “exempt surplus land” is not subject to these requirements. This bill would exempt land that was or will be conveyed by the federal government to a local reuse authority in accordance with a military base closure and realignment, as specified, from these requirements. The bill would also limit the time to bring an action to challenge the application of this exemption to within 90 days after the local reuse authority’s approval of a disposition and development agreement, purchase and sale agreement, or similar agreement regarding the disposition of all or any portion of the land by the local reuse authority and not at the time of each subsequent conveyance or phased conveyance of the land. (Based on 03/23/2026 text)

SB 1156 (Caballero, D) Alcoholic beverages: driving under the influence.

Introduced: 02/18/2026

Last Amended: 03/23/2026

Status: 03/23/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.



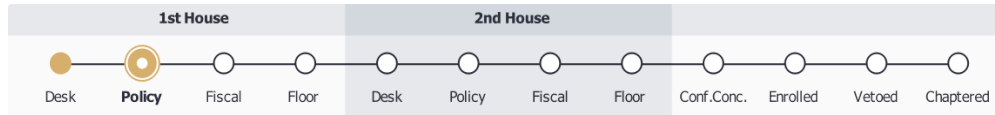
Location: 02/18/2026 - Senate Rules

Summary: Existing law, the Alcoholic Beverage Control Act, contains various provisions regulating the application for, the issuance of, and the suspension of alcoholic beverage licenses by the Department of Alcoholic Beverage Control. Existing law makes the sale of an alcoholic beverage to a person under 21 years of age a misdemeanor and authorizes a licensee to refuse to sell or serve alcoholic beverages to a person who is unable to produce adequate proof of age, including a document issued by a federal, state, county, or municipal government, a valid passport, or a valid identification card issued to a member of the Armed Forces, as specified. Existing law provides that a licensee's acceptance of one of these documents constitutes a defense to any prosecution or proceedings against the licensee, as specified. Existing law makes it a crime to operate a vehicle while under the influence of alcohol or drugs, and sets forth the penalties for a violation of these provisions. Under existing law, if a person is convicted of a driving under the influence violation and the offense occurs within 10 years of one or more separate driving under the influence violations that resulted in convictions, the offense is subject to escalating fines, suspensions, and other sanctions. This bill would require a court, when imposing a sentence for certain driving under the influence offenses to prohibit the person from purchasing alcohol for a period of 3 to 10 years and would require the Department of Motor Vehicles to issue an identification card or driver's license with an appropriate designation on the face upon the receipt of an abstract of the record of a court. The bill would require the court to consider certain factors in imposing the prohibition. This bill would also require any person who sells or furnishes alcoholic beverages to request and review bona fide evidence of majority and identity, as defined, and would make a violation of this requirement a misdemeanor. The bill would also make the sale of an alcoholic beverage to an individual who provides the seller with an identification card or driver's license displaying the described designation prohibiting the purchase of alcohol punishable as a misdemeanor. (Based on 03/23/2026 text)

SB 1170 (Durazo, D) Joint powers agreements: nonprofit housing developers.

Introduced: 02/18/2026

Status: 02/26/2026 - Referred to Com. on L. GOV.



Location: 02/26/2026 - Senate Local Government

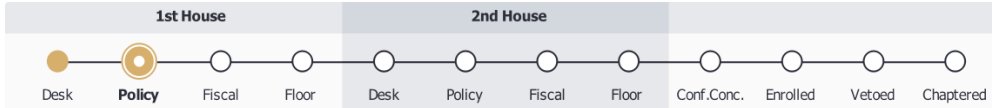
Summary: Existing law, the Joint Exercise of Powers Act, authorizes 2 or more public agencies, as defined, to jointly exercise any power common to the contracting parties, as provided. Among other things, that act also authorizes a mutual water company to enter into a joint powers agreement with any public agency for the purposes of risk pooling, as specified. Existing law, the Government Claims Act, among other things, authorizes public entities, mutual water companies, public agencies, water corporations, and mutual water companies to provide insurance under that act by a joint powers agreement, as specified. This bill would additionally authorize a nonprofit housing developer to enter into a joint powers agreement with any public agency for the purpose of risk pooling, and would expand the list of entities authorized to provide insurance by a joint powers agreement to include nonprofit housing developers. The bill would require that, if a nonprofit housing developer enters into a joint powers agreement with one or more public agencies, that the agreement ensure that no participating public agency becomes responsible for the underlying debts or liabilities of the joint powers agreement and that any participating public agency be indemnified against those debts and liabilities. The bill would require a joint powers agreement established pursuant to this authorization to solely utilize any revenues it generates to provide technical support, continuing education, safety engineering, and operational and managerial advisory assistance to its members for the purpose of reducing risk liabilities and furthering the technical managerial and financial capacity of those members. This bill contains other related provisions and other existing laws. (Based on 02/18/2026 text)

SB 1187 (Durazo, D) Open meetings: majority.

Introduced: 02/19/2026

Status: 03/04/2026 - Referred to Com. on L. GOV.

Attachment: Bill Report 4-26 (12073 : State Legislative Update)



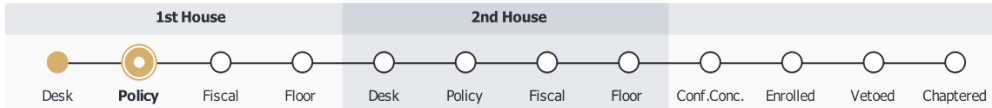
Location: 03/04/2026 - Senate Local Government

Summary: Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law defines “meetings” for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define “majority” for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws. (Based on 02/19/2026 text)

SB 1213 (Reyes, D) State highways.

Introduced: 02/19/2026

Status: 03/04/2026 - Referred to Com. on RLS.



Location: 02/19/2026 - Senate Rules

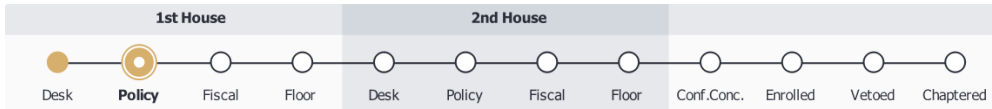
Summary: Existing law vests the Department of Transportation with full possession and control of the state highway system. Existing law authorizes the department to take various actions to notify the public that a state highway is closed or that its use is restricted. This bill would make nonsubstantive changes to the latter provision. (Based on 02/19/2026 text)

SB 1250 (Cortese, D) State highway system: wildlife connectivity.

Introduced: 02/19/2026

Status: 03/17/2026 - Set for hearing April 7.

Calendar: 04/07/26 S-TRANSPORTATION 1:30 p.m. - State Capitol, Room 112 CORTESI, DAVE, Chair



Location: 03/04/2026 - Senate Transportation

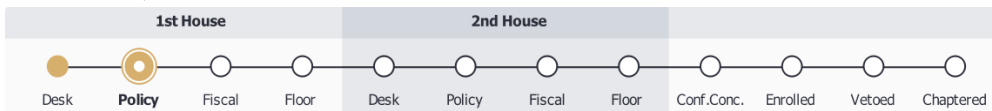
Summary: Existing law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system and requires Caltrans to improve and maintain the state highways. Existing law requires Caltrans, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for wildlife connectivity assets that reflect the need for new assets and conditions of existing assets that improve or maintain the connectivity of wildlife crossings. This bill would require Caltrans to include wildlife connectivity assets in the asset management plan. This bill contains other related provisions and other existing laws. (Based on 02/19/2026 text)

SB 1256 (Jones, R) California Environmental Quality Act: exemption for closure of railroad grade crossing.

Introduced: 02/19/2026

Status: 03/10/2026 - Set for hearing April 8.

Calendar: 04/08/26 S-ENVIRONMENTAL QUALITY 9 a.m. - State Capitol, Room 112 BLAKESPEAR, CATHERINE, Chair



Location: 03/04/2026 - Senate Environmental Quality

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it

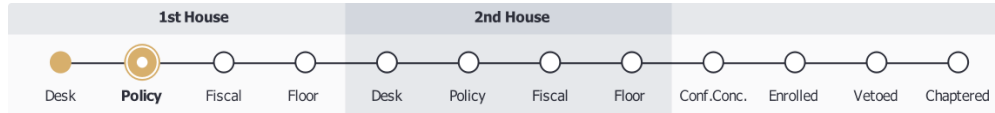
Attachment: Bill Report 4-26 (12073 : State Legislative Update)

finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from CEQA the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. The bill would make this exemption inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. The bill would require the lead agency to file the notice of exemption with specified public entities. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 02/19/2026 text)

SB 1293 (Alvarado-Gil, R) State highways: projects: notice.

Introduced: 02/20/2026

Status: 03/04/2026 - Referred to Com. on TRANS.



Location: 03/04/2026 - Senate Transportation

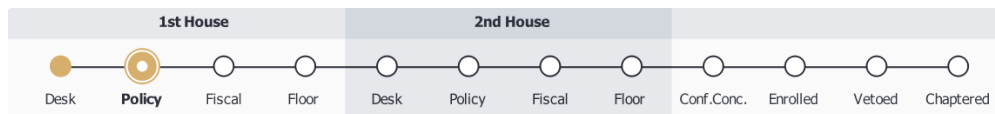
Summary: Existing law establishes the Department of Transportation and requires it to improve and maintain the state highways, as provided. This bill would require the department to provide written notice of certain construction or maintenance projects within the right-of-way of a state highway in a county with a population of 250,000 people or fewer to a person who resides in, or a business that is located within, 10 miles of the project limits, as specified. (Based on 02/20/2026 text)

SB 1414 (Reyes, D) County of San Bernardino Citizens Redistricting Commission.

Introduced: 02/20/2026

Status: 03/16/2026 - Set for hearing April 7.

Calendar: 04/07/26 S-ELECTIONS AND CONSTITUTIONAL AMENDMENTS 9:30 a.m. - 1021 O Street, Room 2100 WIENER, SCOTT, Chair



Location: 03/04/2026 - Senate Elections and Constitutional Amendments

Summary: Existing law requires the board of supervisors of each county, following each decennial federal census, and using that census as a basis, to adjust the boundaries of any or all of the supervisorial districts of the county so that the districts are as nearly equal in population as possible and comply with applicable federal law, and specifies the procedures the board of supervisors must follow in adjusting those boundaries. Existing law establishes independent redistricting commissions in the Counties of Los Angeles, San Diego, Orange, Riverside, San Luis Obispo, Kern, Fresno, and Sacramento, which are charged with adjusting the supervisorial district boundaries for their respective counties. This bill would establish the Citizens Redistricting Commission in the County of San Bernardino, which would be charged with adjusting the boundary lines of the districts of the Board of Supervisors of the County of San Bernardino. The commission would consist of 14 commissioners who meet specified qualifications. This bill would require the commission to adjust the boundaries of the supervisorial districts in accordance with specified criteria and adopt a redistricting plan in accordance with existing deadlines for the adoption of county supervisorial district boundaries. The bill would create specified procedures by which the commission may remove a commissioner. By increasing the duties on local officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 02/20/2026 text)

Total Measures: 99

Total Tracking Forms: 131

Attachment: Bill Report 4-26 (12073 : State Legislative Update)

Minute Action

AGENDA ITEM: 3

Date: *April 8, 2026*

Subject:

Bill Position Recommendations

Recommendation:

That the Legislative Policy Committee, on behalf of the San Bernardino County Transportation Authority/San Bernardino Council of Governments Board of Directors, adopt the following recommended positions:

- A. Approve a support position on Assembly Bill (AB) 1708 by Assemblyman Jose Luis Solache regarding funding to cities through the State’s Homeless Housing, Assistance, and Prevention Grant Program.
- B. Approve a support position on AB 2002 by Assemblyman Jose Luis Solache regarding the codification of the Regional Early Action Planning program.
- C. Approve a support position on AB 2059 by Assemblywoman Lori Wilson regarding establishing a cap on Vehicle Miles Traveled mitigation costs on transportation projects in rural counties.
- D. Approve a support position on AB 2267 by Assemblyman Robert Garcia regarding establishment of statewide suicide-prevention design standards for new bridge construction and major rehabilitation projects.
- E. Approve an oppose position on AB 2560 by Assemblyman Nick Shultz regarding codification of the investment framework and guiding principles of Climate Action Plan for Transportation Infrastructure.
- F. Approve an oppose position on AB 2508 by Assemblyman Josh Hoover regarding the establishment of the Public Utilities Public Purpose Programs Fund.

Background:

Assembly Bill 1708 (Solache) – Homeless Housing, Assistance, and Prevention Program (HHAP) Pathway for Cities.

Bill Status: Referred to the Committee on Housing and Community Development

Summary:

Since 2019, the HHAP Grant Program has provided direct and flexible State-funded grants to cities with populations over 300,000, all 58 counties, and the 44 Continuums of Care (CoC) across California.

The California Department of Housing and Community Development (HCD) oversees the HHAP program. Funding is awarded to eligible jurisdictions through an annual application process and is allocated based on point-in-time counts.

42% of HHAP funding is distributed amongst the 14 cities with populations over 300,000. 28% of HHAP funding is distributed to California’s 58 counties. The remaining 30% of HHAP funding is allocated to CoCs.

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Legislative Policy Committee Agenda Item

April 8, 2026

Page 2

A CoC is a regional or local planning body that coordinates housing and services funding for homeless families and individuals, specific to the geographic needs of a region. There are 44 CoCs recognized by the United States Department of Housing and Urban Development in California.

To be eligible for HHAP funding, CoCs, big cities and counties must submit a regionally coordinated action plan to HCD that identifies the specific roles and responsibilities of each jurisdiction in addressing homelessness. The plans are reflected in a memorandum of understanding (MOU) that commits each signatory to participate in and comply with the plans. Cities with populations under 300,000 may also sign the MOU and commit to complying with the plan. Counties are encouraged to allocate resources to smaller cities that elect to participate in the plan.

HHAP recipients, including CoCs, may expend HHAP funds directly or enter into agreements with subrecipients, such as nonprofit organizations or service providers, to carry out eligible HHAP activities.

Subrecipients operate programs or provide services using HHAP funds, and direct recipients are expected to oversee them to ensure compliance with HHAP program funding requirements.

Currently, only 14 of the State's 483 cities can access HHAP funding directly. There is no statutory requirement for direct HHAP recipients to equitably or meaningfully allocate funds to smaller cities in their region. As a result, many small and mid-sized cities lack a clear pathway to HHAP resources, even as they invest their own limited local dollars to address homelessness.

This bill:

Assembly Bill (AB) 1708 by Assemblyman Jose Luis Solache would require CoCs, prior to allocating funding to other subrecipients, to accept applications for a period of 30 days only from cities in their region with populations under 300,000.

To be eligible to apply, interested cities must adopt a resolution committing to comply with their region's regionally coordinated action plan, have a compliant housing element, and have an encampment policy consistent with administration guidance.

Additionally, CoCs must prioritize applications from cities that have existing partnerships with non-profits, other cities or have already leveraged state and local funding for existing projects in their communities.

Staff Recommendation:

Staff recommends that San Bernardino Council of Governments (SBCOG) take a support position on AB 1708. Local governments are best suited to identify which programs and projects would have the most meaningful impact in their communities, ensuring that State funding continues to have the greatest effect. Per the San Bernardino County Transportation Authority (SBCTA)/SBCOG 2025-2026 State Legislative Platform, the agency supports efforts to "Provide more options for emergency, transitional and permanent supportive housing options to address the homelessness crisis and oppose efforts to withhold these funds from local jurisdictions."

AB 1708 bill text can be found in Attachment A.

Assembly Bill 2002 (Solache) – Regional Early Action Planning (REAP).**Bill Status:** Referred to the Committee on Housing and Community Development**Summary:**

California remains in a severe housing crisis, with millions of units needed to meet current and future demand. The Regional Housing Needs Assessment (RHNA) program is the backbone of the State’s approach, ensuring every region and city plans for its share of the State’s housing need.

Regional governments develop a RHNA distribution methodology, balancing complex statutory factors related to housing need, jobs, transportation, equity, and environmental constraints. Despite its statewide importance, RHNA has historically been an unfunded mandate. Regional governments have been responsible for increasingly sophisticated technical analyses, stakeholder engagement, data modeling, and coordination with HCD—all without any dedicated resources to conduct the extensive work.

Recognizing this gap, the legislature created REAP 1.0 (2019–2023) as a one-time investment to support RHNA implementation and local planning. REAP 1.0 proved highly effective: regions produced more accurate methodologies, provided extensive assistance to cities and counties, aligned planning work across jurisdictions, and delivered zoning and infrastructure readiness that enabled significant future housing capacity. In the Southern California Associated Governments (SCAG) region alone, REAP 1.0 significantly enhanced efforts that led to the development of almost 220,000 housing units between 2020 and 2023. REAP 1.0 demonstrated that small upstream investments in planning yield significant downstream gains in housing readiness and production.

Unfortunately, REAP 1.0 was administered through the statutory framework of the Local Government Planning Support Grants Program, but it was not codified as a standalone or ongoing program. When the one-time budget appropriation expired, the program ended, leaving no permanent funding source to support RHNA administration.

The next RHNA cycle will be the most expensive and complex in California history. Recent legislative changes require regions to analyze two new income categories, interview households with special housing needs, undergo expanded HCD review, and meet more rigorous equity, environmental, and data standards. These requirements strengthen the system but dramatically increase compliance costs. Without a dedicated funding source, regions cannot meet these requirements, and cities and counties will risk losing access to the planning assistance they relied on during REAP 1.0.

This bill:

AB 2002 by Assemblyman Solache codifies the REAP 1.0 grant program to solidify its proven model of delivering tangible results in expediting housing development. If funded by the legislature through a one-time allocation, the bill proposes distributing funding on a population basis to support regional governments’ RHNA responsibilities and California’s 541 cities and counties to meet their housing and zoning obligations.

Staff Recommendation:

Staff recommends that SBCOG take a support position on AB 2002. AB 2002 will safeguard the integrity of the State’s housing planning framework, improve the RHNA process, and ensure cities can meet their long-term housing goals. Per the SBCTA/SBCOG 2025-2026 State Legislative Platform, the agency supports efforts to “Plan for the growth of our communities” and “Increase the supply of housing at all affordability levels and expand housing choices.”

AB 2002 bill text can be found in Attachment B.

Assembly Bill 2059 (Wilson) – California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.

Bill Status: Referred to the Committee on Natural Resources

Summary:

Since 2020, transportation projects statewide have been required to analyze and mitigate Vehicle Miles Traveled (VMT) impacts under the California Environmental Quality Act. While VMT analysis can be an appropriate planning tool in dense urban areas with robust transit and infill development opportunities, implementation has proven far more difficult in other parts of the state.

The one-size-fits-all implementation statewide has revealed serious cost and feasibility concerns – adding tens to hundreds of millions of dollars to transportation projects. In many parts of California, VMT mitigation measures are limited, costly, and often are disconnected from meaningful outcomes.

In many cases, infeasible mitigation options require transportation agencies to divert limited infrastructure funds toward expensive VMT mitigation measures that do not meaningfully reduce travel demand. Ultimately this leaves less funding for road repairs and safety upgrades every community needs.

As a result, VMT requirements are increasingly driving up the cost of critical transportation investments that Californians rely on every day for safety, mobility, and economic vitality.

This bill:

AB 2059 by Assemblywoman Lori Wilson would establish a reasonable limit on VMT mitigation costs for transportation projects in rural counties. AB 2059 would specify that the total cost of mitigation measures required to address a significant transportation impact as determined by the VMT metric is not to exceed 5% of the estimated total project costs.

Staff Recommendation:

Staff recommends that SBCTA take a support position on AB 2059. Although AB 2059, at present, only applies to rural counties with populations under 200,000, this initial effort to address the rising costs associated with VMT mitigation will hopefully serve as a starting point for further VMT reform measures. Per the SBCTA/SBCOG 2025-2026 State Legislative Platform, the agency supports efforts to “Develop greater consistency for environmental mitigation requirements.”

AB 2059 bill text can be found in Attachment C.

Assembly Bill 2267 (Garcia) – State bridges and overpasses: suicide prevention.**Bill Status:** Referred to the Committee on Transportation**Summary:**

Freeway overpasses remain sites of preventable suicide, causing profound harm to individuals and families while posing serious risks to motorists, first responders, and surrounding communities. Research shows that physical deterrents such as safety barriers and fencing are among the most effective prevention tools, yet many overpasses lack these measures.

Local governments often face delays and uncertainty when bridges cross state highways, as project-specific California Department of Transportation (Caltrans) approvals, unclear design standards, and approval timelines can hinder action—even when jurisdictions are prepared to self-fund improvements.

This bill:

AB 2267 by Assemblyman Robert Garcia would amend the Streets and Highways code to establish statewide suicide-prevention design standards for new bridge construction and major rehabilitation projects and would also direct Caltrans to develop pre-approved life-safety-barrier designs for optional use by cities and counties.

The proposal would not mandate installations or impose unfunded mandates. Instead, it creates a clear, optional pathway for jurisdictions seeking to implement proven suicide-prevention infrastructure in a timely manner.

This approach preserves local authority while accelerating deployment of evidence-based safety measures. 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.

The bill is sponsored by the City of Rancho Cucamonga.

Staff Recommendation:

Staff recommends that SBCTA take a support position on AB 2267. AB 2267 will provide clarity and reduce unnecessary costs and delays for local jurisdictions seeking to implement these life-saving measures. Per the SBCTA/SBCOG 2025-2026 State Legislative Platform, the agency supports efforts to “Provide resources for jurisdictions to update critical safety plans.”

AB 2267 bill text can be found in Attachment D.

Assembly Bill 2560 (Shultz) – Climate Action Plan for Transportation Infrastructure: goals.**Bill Status:** Referred to the Committee on Transportation**Summary:**

In 2019 and 2020, Governor Gavin Newsom signed executive orders targeted at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all emissions, to reach the State's ambitious climate goals.

Building on those executive orders, the California State Transportation Agency (CalSTA) adopted the Climate Action Plan for Transportation Infrastructure (CAPTI) in 2021, which

San Bernardino Council of Governments

San Bernardino County Transportation Authority

details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity.

State transportation funds, including revenue collected under Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, must be used solely on transportation. As outlined in SB 1, California uses a "fix-it-first" approach to maintaining the state's highways, roads and bridges. Under CAPTI, where feasible and within existing funding program structures, the state invests discretionary transportation funds in sustainable infrastructure projects that align with its climate, health and social equity goals.

This bill:

AB 2560 by Assemblyman Nick Shultz would:

- Codify into state law the investment framework and guiding principles of CAPTI.
- Require projects which apply to the following programs to use the CAPTI goals, Interregional Transportation Improvement Program, Transit and Intercity Rail Capitol Program, Local Partnership Program, Trade Corridor Enhancement Program, Solution for Congestion Corridors Program, and the Active Transportation Program.

Staff Recommendation:

Staff recommends that SBCTA take an oppose position on AB 2560. SBCTA already adheres to the principles of CAPTI in their planning processes, and we believe AB 2560 would remove flexibility in the decision-making process that CalSTA, Caltrans and the California Transportation Commission (CTC) need to be able to adapt to future changes in transportation conditions, funding priorities, and local circumstances. Per the SBCTA/SBCOG 2025-2026 State Legislative Platform, the agency opposes efforts to “Link existing transportation funding sources to the achievement of GHG reduction, VMT or RHNA goals.”

AB 2560 bill text can be found in Attachment E.

Assembly Bill 2508 (Hoover) – Public Utilities Public Purpose Programs Fund.

Bill Status: Referred to the Committee on Utilities and Energy

Summary:

Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Under existing law, the commission administers and oversees various public purpose programs, including energy efficiency (EE) and conservation programs, cost-effective energy efficiency programs, rate assistance programs for eligible food banks, and home insulation financial assistance programs. Under existing law, those programs are generally funded through a charge on electrical service, which is collected through customer rates.

EE programs help to manage demand and support reliability of service, as reduced demand translates into decreases in need for additional energy generation infrastructure, whose costs are ultimately passed on to customers.

Legislative Policy Committee Agenda Item

April 8, 2026

Page 7

EE programs are one of the best tools customers can use to directly protect themselves against high rates and bills. If customers cannot reduce their usage through EE, they are more at risk of falling behind on their bills and even being disconnected, especially low-income residents who are already in economically precarious positions. While the Energy Savings Assistance Program (ESA) serves exclusively low-income customers, a significant portion of the non-income qualified EE programs also serves rural customers, affordable multi-family housing, and small businesses.

This bill:

AB 2508 by Assemblyman Josh Hoover would establish the Public Utilities Public Purpose Programs Fund. The bill would require the PUC, upon appropriation by the Legislature, to allocate the monies in the fund to support certain public purpose programs and programs administered by electrical regional energy networks. The bill would require the State Controller to transfer an unspecified sum on July 1 of each fiscal year, commencing with the 2026–27 fiscal year, from the Greenhouse Gas Reduction Fund (GGRF) to the fund.

Staff Recommendation:

Staff recommends that SBCOG take an oppose position on AB 2508. AB 2508 would eliminate the current funding stream for the State’s public purpose programs, including EE and research and development programs, and instead force them to compete for more volatile and scarce GGRF funding. Injecting this level of uncertainty into the State’s EE programs would compound the current energy affordability crisis by eliminating the benefits of EE to both individual ratepayers and the energy system as a whole. It will cost more than it will save. Per the SBCTA/SBCOG 2025-2026 State Legislative Platform, the agency supports efforts to “Preserve and maintain energy efficiency programs and projects”, which AB 2508 is in direct conflict with.

AB 2508 bill text can be found in Attachment F.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item.

Responsible Staff:

Louis Vidaure, Legislative Analyst

Approved
Legislative Policy Committee
Date: April 8, 2026

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

ATTACHMENT A

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL**No. 1708****Introduced by Assembly Member Solache**

February 4, 2026

An act to add Section 50246 to the Health and Safety Code, relating to housing.

LEGISLATIVE COUNSEL'S DIGEST

AB 1708, as introduced, Solache. Homeless Housing, Assistance, and Prevention program: round 7.

Existing law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions with grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Existing law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 6 rounds, with rounds 1 to 5, inclusive, administered by the Interagency Council on Homelessness and round 6 administered by the Department of Housing and Community Development, as provided. Existing law establishes round 7 of the program and states the intent of the Legislature to enact future legislation that specifies the parameters, as specified. Existing law, effective July 1, 2026, appropriates \$500,000,000, as specified, provided that these funds be disbursed in accordance with specified requirements, including that funds from this appropriation be disbursed to a city, county, tribe, or continuum of care for round 7 of the program after a declaration by the director of the department, in consultation with the Director of Finance, that the department has substantially completed its initial disbursement of round 6 funds to the city, county, tribe, or continuum of care and that the city, county, tribe,

or continuum of care has obligated at least 50% of its total round 6 award. Existing law requires the department, during the 2025–26 fiscal year, to prepare to administer round 7 of the program with the goal that initial round 7 disbursements will be available to grantees meeting the statutory provisions for disbursement beginning September 1, 2026, as specified.

This bill would require a continuum of care receiving funding pursuant to round 7, as described above, to allocate funds to a smaller jurisdiction, defined as a city with a population under 300,000. The bill would require a smaller jurisdiction, in order to be eligible for funding, to, among other things, adopt a resolution, as specified, have a compliant housing element, and have adopted a local encampment policy, as described. The bill would require a continuum of care to accept applications for funding in accordance with specified procedures.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 50246 is added to the Health and Safety
- 2 Code, to read:
- 3 50246. (a) A continuum of care receiving funding pursuant to
- 4 paragraph (2) of subdivision (b) of Section 50245 shall allocate
- 5 funds to smaller jurisdictions pursuant to this section.
- 6 (b) In order to be eligible to receive funding pursuant to this
- 7 section, the smaller jurisdiction shall comply with each of the
- 8 following:
- 9 (1) (A) Adopt a resolution that does both of the following:
- 10 (i) Commits to participating in, and complying with, the
- 11 regionally coordinated homelessness action plan.
- 12 (ii) Directs the mayor to sign the memorandum of understanding
- 13 that reflects the regionally coordinated homelessness action plan.
- 14 (B) (i) Prior to adopting the resolution described in this
- 15 paragraph, the smaller jurisdiction shall hold a public hearing to
- 16 consider the regionally coordinated homelessness action plan.
- 17 (ii) At least 30 days prior to the public hearing, the smaller
- 18 jurisdiction shall post on its internet website the proposed,
- 19 approved, and amended regionally coordinated homelessness action
- 20 plan.
- 21 (2) Have a compliant housing element.

1 (3) Have adopted a local encampment policy consistent with
2 administration guidance.

3 (4) Demonstrate how its past actions, programs, and
4 appropriation of funds have served the objectives and goals of the
5 adopted regionally coordinated homelessness action plan and the
6 intent of the Homeless Housing, Assistance, and Prevention
7 program to prevent and expeditiously reduce unsheltered
8 homelessness through homelessness prevention activities.

9 (c) A continuum of care shall accept applications for funding
10 in accordance with the following procedure:

11 (1) During an initial period of 30 days, for round 7 funding, a
12 continuum of care shall accept only applications from smaller
13 jurisdictions determined to be eligible pursuant to subdivision (b).

14 (2) (A) The continuum of care shall evaluate the applications
15 submitted pursuant to paragraph (1) and award funds in compliance
16 with all round 7 rules and regulations.

17 (B) The continuum of care shall prioritize applications in which
18 a smaller jurisdiction agrees to utilize round 7 funding in
19 partnership with a nonprofit, another smaller jurisdiction, or other
20 private organization eligible for round 7 funding.

21 (3) If funding remains after the awards made pursuant to
22 paragraph (2), the continuum of care shall accept and evaluate
23 applications from other eligible applicants.

24 (d) For purposes of this section, “smaller jurisdiction” means a
25 city with a population under 300,000.

ATTACHMENT B

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL**No. 2002****Introduced by Assembly Member Solache**

February 17, 2026

An act to add Chapter 3.16 (commencing with Section 50515.11) to Part 2 of Division 31 of the Health and Safety Code, relating to housing.

LEGISLATIVE COUNSEL'S DIGEST

AB 2002, as introduced, Solache. Local government assistance: Regional Early Action Planning Fund.

Existing law, the Planning and Zoning Law, requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law establishes the Local Government Planning Support Grants Program, administered by the department, for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, as provided.

This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding,

including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided. The bill would require a jurisdiction that receives a suballocation of funds to only use that suballocation for housing-related planning activities, as provided. The bill would authorize the department to monitor expenditures and activities of an applicant, as the department deems necessary, to ensure compliance with program requirements.

Existing law, the Administrative Procedure Act, sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies.

This bill would require the department to issue guidelines to implement the above-described provisions and would exempt those guidelines from the rulemaking provisions of the Administrative Procedure Act.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Chapter 3.16 (commencing with Section
2 50515.11) is added to Part 2 of Division 31 of the Health and Safety
3 Code, to read:

4
5 CHAPTER 3.16. REGIONAL EARLY ACTION PLANNING

6
7 50515.11. The Legislature finds and declares the following:

1 (a) The regional housing needs assessment (RHNA) is a core
2 component of the state’s housing planning framework and
3 establishes the basis for local housing element law obligations.

4 (b) Regional governments perform essential functions in
5 implementing RHNA, including methodology development, public
6 engagement, and distributing regional housing need to local
7 jurisdictions.

8 (c) RHNA responsibilities have increased in complexity and
9 scope, and regional governments require consistent and adequate
10 resources to fulfill these responsibilities.

11 (d) Funding provided through the Local Government Planning
12 Support Grants Program (Chapter 3.1 (commencing with Section
13 50515)) demonstrated that targeted investments in regional
14 planning activities support local housing element implementation
15 and advance state housing goals.

16 (e) It is the intent of the Legislature to provide councils of
17 governments, regional entities, and jurisdictions with resources to
18 support the seventh and subsequent RHNA cycles.

19 50515.12. For purposes of this article:

20 (a) “Council of governments” means a single-county or
21 multicounty council created pursuant to Chapter 5 (commencing
22 with Section 6500) of Division 7 of Title 1 of the Government
23 Code that is responsible for allocating regional housing need under
24 Sections 65584, 65584.04, and 65584.05 of the Government Code.

25 (b) “Jurisdiction” means a city, county, or city and county.

26 (c) “Regional entity” means a regional government that is not
27 a council of government that is responsible for allocating regional
28 housing need pursuant to Sections 65584, 65584.04, and 65584.05
29 of the Government Code.

30 (d) “Regional housing need assessment” or “RHNA” means the
31 existing and projected need for housing for each region, as
32 determined by the department pursuant to Section 65584.01 of the
33 Government Code.

34 50515.13. (a) The Regional Early Action Planning Fund is
35 hereby established in the State Treasury for the purpose of
36 providing councils of governments, regional entities, and
37 jurisdictions with one-time funding, including grants for planning
38 activities to enable those entities to meet the seventh and
39 subsequent cycles of the regional housing need assessment.

1 (b) Upon appropriation by the Legislature, moneys in the fund
 2 shall be made available to the department for allocation in
 3 accordance with this chapter.

4 50515.14. (a) The department shall allocate funds from the
 5 Regional Early Action Planning Fund to each council of
 6 governments or regional entity responsible for allocating regional
 7 housing need, pursuant to Sections 65584, 65584.04, and 65584.05
 8 of the Government Code, in accordance with this section.

9 (b) A council of governments or regional entity may apply for
 10 funds, in a form and manner prescribed by the department,
 11 beginning 39 months prior to the next applicable housing element
 12 due date pursuant to Section 65588 of the Government Code.

13 (c) Funds shall be distributed by the department on a population
 14 basis based on the most recent population estimates posted on the
 15 Department of Finance's internet website.

16 (d) An application shall include, at minimum and in a form and
 17 manner prescribed by the department, all of the following
 18 information:

19 (1) An allocation budget for the funds provided pursuant to this
 20 section.

21 (2) Amounts to be retained by the council of governments or
 22 regional entity, and any suballocations to jurisdictions.

23 (3) An explanation of how proposed uses will increase housing
 24 planning and facilitate local housing production.

25 (4) Identification of current best practices at the regional and
 26 statewide level that promote sufficient supply of housing affordable
 27 to all income levels, and a strategy for increasing adoption of these
 28 practices at the regional level, where viable.

29 (5) An education and outreach strategy to inform jurisdictions
 30 of the need and benefits of taking early action related to housing
 31 need, as quantified by the regional housing need assessment.

32 (e) The department shall review an application submitted
 33 pursuant to this section within 30 days, otherwise the application
 34 shall be deemed approved. Upon approval of an application for
 35 funds pursuant to this section, the department shall award the
 36 moneys for which the council of governments or regional entity,
 37 as applicable, qualify.

38 50515.15. (a) A council of governments or regional entity may
 39 expend funds awarded pursuant to Section 50515.14 for any of
 40 the following purposes:

1 (1) Activities that support the development, improvement, or
2 implementation of the methodology for the seventh and subsequent
3 RHNA cycles, to further the objectives described in subdivision
4 (d) of Section 65584 of the Government Code.

5 (2) Suballocating moneys directly and equitably to jurisdictions
6 in the form of grants for planning that will accommodate the
7 development of housing and infrastructure that accelerates housing
8 production in a way that aligns with state planning priorities, and
9 housing, transportation, equity, and climate goals.

10 (3) Providing jurisdictions with technical assistance, planning,
11 temporary staffing, or consultant needs associated with updating
12 local planning and zoning documents, including any activity related
13 to updating or implementing a jurisdiction's housing element,
14 expediting application processing, and other actions to accelerate
15 additional housing production.

16 (4) Administrative costs necessary to implement this section,
17 which may be up to 5 percent of an entity's total award.

18 (5) Activities to establish a regional or countywide housing
19 trust, or to allocate a portion of funds to an existing regional or
20 countywide housing trust, for the purpose of supporting planning,
21 predevelopment, or other activities that facilitate the production
22 of housing consistent with this chapter.

23 (6) Activities, determined in consultation with the department,
24 that support regional or local housing planning priorities consistent
25 with this chapter.

26 (b) A jurisdiction that receives a suballocation of funds pursuant
27 to paragraph (2) of subdivision (a) shall only use that suballocation
28 for housing-related planning activities, including, but not limited
29 to, the following:

30 (1) Technical assistance in improving housing permitting
31 processes, tracking systems, and planning tools.

32 (2) Establishing regional or countywide housing trust funds for
33 affordable housing.

34 (3) Performing infrastructure planning, including for sewers,
35 water systems, transit, roads, or other public facilities necessary
36 to support new housing and new residents.

37 (4) Performing feasibility studies to determine the most efficient
38 locations to site housing consistent with Sections 65041.1 and
39 65080 of the Government Code.

1 (5) Covering the costs of temporary staffing or consultant needs
2 associated with the activities described in paragraphs (1) to (6),
3 inclusive, of subdivision (a).

4 (c) A council of governments or regional entity receiving funds
5 shall submit annual reports to the department in a form and manner
6 prescribed by the department. The reports shall include information
7 on expenditures and suballocations to jurisdictions.

8 (d) A council of governments or regional entity shall submit a
9 final report to the department upon expenditure of all funds, or as
10 otherwise required by the department. The final report shall include
11 information on outcomes achieved, including the corresponding
12 impact on housing within the region.

13 (e) The department may publish a summary of information
14 received pursuant to this section on its internet website.

15 (f) The department may monitor expenditures and activities of
16 an applicant, as the department deems necessary, to ensure
17 compliance with program requirements.

18 (g) The department shall issue guidelines to implement this
19 chapter. The adoption, amendment, or repeal of guidelines
20 authorized by this subdivision is hereby exempted from the
21 rulemaking provisions of the Administrative Procedure Act
22 (Chapter 3.5 (commencing with Section 11340) of Part 1 of
23 Division 3 of Title 2 of the Government Code).

ATTACHMENT C

AMENDED IN ASSEMBLY MARCH 19, 2026

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL**No. 2059**

Introduced by Assembly Member Wilson
(Coauthors: Assembly Members Aguiar-Curry, Carrillo, and Hoover)

February 18, 2026

An act to ~~amend Section 29000 of~~ *add Section 21081.4 to the Public Resources Code, relating to* ~~conservation.~~ *environmental quality.*

LEGISLATIVE COUNSEL'S DIGEST

AB 2059, as amended, Wilson. ~~Suisun Marsh Preservation Act of 1977.~~ *California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.*

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority

areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts.

This bill would, except as provided, specify that the total cost of mitigation measures required to address a significant transportation impact as determined by the vehicle miles traveled metric is not to exceed 5% of the estimated total project costs. The bill would specify that mitigation measures to address a significant transportation impact as determined by the vehicle miles traveled metric that exceed the 5% limit are deemed to be economically infeasible for the purposes of CEQA. Because the bill would impose additional duties on a lead agency in its analysis of mitigated measures required to address significant transportation impacts, this bill would impose 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 no reimbursement is required by this act for a specified reason.

~~The Suisun Marsh Preservation Act of 1977 requires the San Francisco Bay Conservation and Development Commission to have primary state responsibility for the implementation of the act, including the issuance of marsh development permits, as specified.~~

This bill would make nonsubstantive changes to the provision of law that names the act.

Vote: majority. Appropriation: no. Fiscal committee: ~~no~~-yes.
State-mandated local program: ~~no~~-yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 21081.4 is added to the Public Resources
- 2 Code, to read:
- 3 21081.4. (a) For purposes of this section, the following
- 4 definitions apply:
- 5 (1) "Demonstrated evacuation need" means a project is
- 6 necessary to increase the capacity and speed of traffic flow during
- 7 emergency evacuations, to implement physical or operational

1 *improvements to reduce fatalities and injuries during a disaster,*
 2 *to provide safe evacuation options for individuals with access or*
 3 *functional needs, to ensure a transportation facility remains*
 4 *functional during disasters, or to provide alternative routes,*
 5 *particularly in rural or high-vulnerability areas.*

6 (2) *“Demonstrated safety need” means a project is necessary*
 7 *to reduce the number and severity of collisions, to upgrade*
 8 *infrastructure to meet current, safer design standards, or to*
 9 *improve safety for all users, including specific risks to vulnerable*
 10 *road users.*

11 (3) *“Estimated total project cost” means the total capital*
 12 *construction cost of the transportation project, as estimated for*
 13 *purposes of the environmental review document prepared pursuant*
 14 *to this division.*

15 (4) *“Rural county” means a county with a population of less*
 16 *than 200,000 persons, as determined by the most recent federal*
 17 *decennial census or the most recent population estimates published*
 18 *by the Department of Finance.*

19 (5) *“Transportation project” means a project undertaken by a*
 20 *public agency that consists of the planning, design, construction,*
 21 *reconstruction, rehabilitation, improvement, expansion, or*
 22 *operation of a highway, road, bridge, transit facility, rail facility,*
 23 *bicycle or pedestrian facility, or other public transportation*
 24 *infrastructure.*

25 (b) (1) *Notwithstanding any other law, for a transportation*
 26 *project located within a rural county, the total cost of mitigation*
 27 *measures required to address a significant transportation impact*
 28 *as determined by the vehicle miles traveled metric developed*
 29 *pursuant to Section 21099 shall not exceed 5 percent of the*
 30 *estimated total project cost.*

31 (2) *Any mitigation measure required to mitigated a significant*
 32 *transportation impact as determined by the vehicle miles traveled*
 33 *metric developed pursuant to Section 21099 that exceeds the*
 34 *limitation established in paragraph (1) shall be deemed*
 35 *economically infeasible for purposes of this division.*

36 (c) *Subdivision (b) does not apply to a transportation project*
 37 *that adds one or more general purpose lanes to the state highway*
 38 *system unless there is a demonstrated safety or evacuation need*
 39 *for the project.*

1 (d) *This section does not prohibit a lead agency from approving*
 2 *a project with significant and unavoidable impacts pursuant to*
 3 *Section 21081, if the agency adopts a statement of overriding*
 4 *considerations pursuant to Section 21081 and subdivision (b) of*
 5 *Section 15093 of Title 14 of the California Code of Regulations.*

6 SEC. 2. *No reimbursement is required by this act pursuant to*
 7 *Section 6 of Article XIII B of the California Constitution because*
 8 *a local agency or school district has the authority to levy service*
 9 *charges, fees, or assessments sufficient to pay for the program or*
 10 *level of service mandated by this act, within the meaning of Section*
 11 *17556 of the Government Code.*

12 ~~SECTION 1. Section 29000 of the Public Resources Code is~~
 13 ~~amended to read:~~

14 ~~29000. This division shall be known, and may be cited, as the~~
 15 ~~Suisun Marsh Preservation Act of 1977.~~

ATTACHMENT D

AMENDED IN ASSEMBLY MARCH 24, 2026

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL**No. 2267****Introduced by Assembly Member Garcia**

February 19, 2026

An act to amend Section 92.7 of the Streets and Highways Code, relating to streets and highways.

LEGISLATIVE COUNSEL'S DIGEST

AB 2267, as amended, Garcia. State bridges and overpasses: suicide prevention.

Existing law requires, beginning on or before July 1, 2028, the Department of Transportation, in consultation with the State Department of Public Health and in collaboration with impacted local governments, to incorporate suicide deterrent considerations in the updates of applicable guidance documents, as provided.

This bill would require the Department of Transportation to additionally develop and ~~maintain~~ *maintain*, beginning on or before July 1, 2029, a set of preapproved suicide prevention safety-barrier designs that local governments may use to install suicide prevention barriers, as provided.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 92.7 of the Streets and Highways Code
- 2 is amended to read:

1 92.7. (a) (1) ~~Beginning on or before July 1, 2028, the~~ *The*
 2 department shall, in consultation with the State Department of
 3 Public Health and in collaboration with impacted local
 4 governments, comply with both of the following:

5 (A) ~~Incorporate~~ *Beginning on or before July 1, 2028,*
 6 *incorporate* suicide deterrent considerations in the updates of
 7 applicable guidance documents.

8 (B) ~~Develop~~ *Beginning on or before July 1, 2029, develop* and
 9 maintain a set of preapproved suicide prevention safety-barrier
 10 designs that local governments may use to install suicide prevention
 11 barriers.

12 (2) Suicide deterrent considerations shall include, but not be
 13 limited to, the evaluation and adoption of guidance for
 14 countermeasures that may deter suicide attempts on bridges and
 15 overpasses on the state highway system, including the design,
 16 placement, and modification of barriers, fencing, and other
 17 infrastructure.

18 (3) A suicide deterrent consideration incorporated into guidance
 19 documents pursuant to this subdivision shall be as determined by
 20 the department to be appropriate.

21 (b) This section does not impose a mandatory duty pursuant to
 22 Section 815.6 of the Government Code.

ATTACHMENT E

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL**No. 2560****Introduced by Assembly Member Schultz**

February 20, 2026

An act to amend Section 14526 of, and to add Chapter 3 (commencing with Section 13989.10) to Part 4.5 of Division 3 of Title 2 of, the Government Code, to amend Section 75221 of the Public Resources Code, and to amend Sections 2033 and 2192 of, and to add Sections 2381.5 and 2392.5 to, the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2560, as introduced, Schultz. Climate Action Plan for Transportation Infrastructure: goals.

Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the Transit and Intercity Rail Capital Program, a program within the Road Maintenance and Rehabilitation Program, commonly known as the Local Partnership Program, the Trade Corridor Enhancement Program, the Active Transportation Program, and the Solutions for Congested Corridors Program.

This bill would establish the Climate Action Plan for Transportation Infrastructure (CAPTI) goals, and would authorize the Transportation Agency to update those CAPTI goals, as specified. The bill would require a project under the above-described programs to apply, where feasible, within the fix-it-first approach, the CAPTI goals as established or updated by the agency, as specified.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Chapter 3 (commencing with Section 13989.10)
2 is added to Part 4.5 of Division 3 of Title 2 of the Government
3 Code, to read:

4
5 CHAPTER 3. CLIMATE ACTION PLAN FOR TRANSPORTATION
6 INFRASTRUCTURE
7

8 13989.10. (a) The Legislature finds and declares both of the
9 following:

10 (1) The Climate Action Plan for Transportation Infrastructure
11 was first adopted by the agency.

12 (2) Within the fix-it-first approach, this chapter codifies the
13 investment framework and the guiding principles of the Climate
14 Action Plan for Transportation Infrastructure, which shall be
15 deployed, where feasible, to meet the goals set forth in subdivision
16 (b).

17 (b) The Climate Action Plan for Transportation Infrastructure
18 goals are all of the following:

19 (1) Build toward an integrated, statewide rail and transit
20 network, centered around the existing California State Rail Plan
21 that leverages the California Integrated Travel Project to provide
22 seamless, affordable, multimodal travel options in all contexts,
23 including suburban and rural settings, to all users.

24 (2) Invest in networks of safe and accessible bicycle and
25 pedestrian infrastructure, particularly by closing gaps on portions
26 of the State Highway System that intersect local active
27 transportation and transit networks or serve as small town or rural
28 main streets, with a focus on investments in low-income and
29 disadvantaged communities throughout the state.

30 (3) Include investments in light-, medium-, and heavy-duty
31 zero-emission vehicle infrastructure as part of larger transportation
32 projects. Support the innovation in and development of the
33 zero-emission vehicle market, and help ensure zero-emission
34 vehicles are accessible to all, particularly to those in more rural or
35 remote communities.

1 (4) Reduce public health and economic harms and maximize
2 community benefits to disproportionately impacted disadvantaged
3 communities and low-income communities, in urbanized and rural
4 regions, and involve these communities early in decisionmaking.

5 (5) Make safety improvements to reduce fatalities and severe
6 injuries of all users towards zero on the roadways, railways, and
7 transit systems by focusing on context-appropriate speeds,
8 prioritizing vulnerable user safety to support mode shift, designing
9 roadways to accommodate for potential human error and injury
10 tolerances, and ultimately implementing a safe systems approach.

11 (6) Assess and integrate assessments of physical climate risk
12 as standard practice for transportation infrastructure projects to
13 enable informed decisionmaking, especially in communities that
14 are most vulnerable to climate-related health and safety risks.

15 (7) Promote projects that do not significantly increase passenger
16 vehicle travel, particularly in congested urbanized settings where
17 other mobility options can be provided and where projects are
18 shown to induce significant auto travel. These projects should
19 generally aim to reduce vehicle miles traveled and not induce
20 significant vehicle miles traveled growth. When addressing
21 congestion, consider alternatives to highway capacity expansion,
22 such as providing multimodal options in the corridor, employing
23 pricing strategies, and using technology to optimize operations.

24 (8) Promote compact infill development while protecting
25 residents and businesses from displacement by funding
26 transportation projects that support housing for low-income
27 residents near job centers, provide walkable communities, and
28 address affordability to reduce the housing-transportation cost
29 burden and auto trips.

30 (9) Develop a zero-emission freight transportation system that
31 avoids and mitigates environmental justice impacts, reduces criteria
32 and toxic air pollutants, improves freight's economic
33 competitiveness and efficiency, and integrates multimodal design
34 and planning into infrastructure development on freight corridors.

35 (10) Protect natural and working lands from conversion to more
36 intensified uses and enhance biodiversity by supporting local and
37 regional conservation planning that focuses development where
38 it already exists and align transportation investments with
39 conservation priorities to reduce transportation's impact on the
40 natural environment.

1 (c) Where feasible, the goals set forth in subdivision (b), and
 2 as updated pursuant to subdivision (d), shall apply, within the
 3 fix-it-first approach, to all of the following transportation programs:

4 (1) The interregional transportation improvement program
 5 described in Section 14526.

6 (2) The Transit and Intercity Rail Capital Program created
 7 pursuant to Section 75220 of the Public Resources Code.

8 (3) The program described in Section 2033 of the Streets and
 9 Highways Code, which is a program within the Road Maintenance
 10 and Rehabilitation Program, commonly known as the Local
 11 Partnership Program.

12 (4) The Trade Corridor Enhancement Program established
 13 pursuant to Chapter 4.8 (commencing with Section 2192) of
 14 Division 3 of the Streets and Highways Code.

15 (5) The Active Transportation Program established pursuant to
 16 Chapter 8 (commencing with Section 2380) of Division 3 of the
 17 Streets and Highways Code.

18 (6) The Solutions for Congested Corridors Program created
 19 pursuant to Chapter 8.5 (commencing with Section 2390) of
 20 Division 3 of the Streets and Highways Code.

21 (d) (1) The agency may update the Climate Action Plan for
 22 Transportation Infrastructure goals through a process that includes,
 23 but is not limited to, both of the following:

24 (A) One public workshop regarding proposed updates before
 25 adopting the updates.

26 (B) The posting of the proposed updates on the agency's internet
 27 website throughout a 30-day informal public comment period.
 28 Concurrent with the posting of that information on the agency's
 29 internet website, the agency shall transmit the proposed update to
 30 Secretary of the Senate, the Chief Clerk of the Assembly, and the
 31 appropriate policy committees of the Legislature.

32 (2) The Administrative Procedure Act (Chapter 3.5
 33 (commencing with Section 11340) of Part 1) shall not apply to the
 34 agency's updates to the Climate Action Plan for Transportation
 35 Infrastructure goals pursuant to this subdivision.

36 SEC. 2. Section 14526 of the Government Code is amended
 37 to read:

38 14526. (a) Not later than October 15 of each odd-numbered
 39 year, based on the guidelines established pursuant to Section
 40 14530.1, and after consulting with the transportation planning

1 agencies, county transportation commissions, and transportation
2 authorities, the department shall submit to the commission the
3 draft five-year interregional transportation improvement program
4 consisting of all of the following:

5 (1) Projects to improve state highways, pursuant to subdivision
6 (b) of Section 164 of the Streets and Highways Code.

7 (2) Projects to improve the intercity passenger rail system.

8 (3) Projects to improve interregional movement of people,
9 vehicles, and goods.

10 (b) (1) Projects included in the interregional transportation
11 improvement program shall be consistent with the state
12 interregional transportation strategic plan prepared pursuant to
13 Section 14524.4.

14 (2) *Where feasible, projects included in the interregional*
15 *transportation improvement program shall apply, within the*
16 *fix-it-first approach, the Climate Action Plan for Transportation*
17 *Infrastructure goals described in Section 13989.10.*

18 (c) Projects ~~may~~ shall not be included in the draft interregional
19 transportation improvement program without a project study report
20 or major investment study.

21 (d) Major projects shall include current costs updated as of
22 November 1 of the year of submittal and escalated to the
23 appropriate year, and shall be consistent with, and provide the
24 information required in, subdivision (b) of Section 14529.

25 (e) Projects included in the draft interregional transportation
26 improvement program shall be consistent with the adopted regional
27 transportation plan.

28 (f) On or before November 15 of each odd-numbered year, the
29 commission shall hold at least one hearing in northern California
30 and one hearing in southern California to attempt to reconcile any
31 objections by any member of the public or other stakeholder to
32 the draft interregional transportation improvement program.

33 (g) The department shall consider the input received at the
34 hearings conducted pursuant to subdivision (f) and shall develop
35 a final interregional transportation improvement program. The
36 final interregional transportation improvement program shall
37 include a summary of the major comments received at the hearings
38 and responses to those comments, and shall be submitted to the
39 commission for approval not later than December 15 of each
40 odd-numbered year.

1 (h) The commission shall, when approving the final interregional
 2 transportation improvement program pursuant to subdivision (g),
 3 evaluate the extent to which the program is consistent with funding
 4 priorities established in Section 167 of the Streets and Highways
 5 Code.

6 SEC. 3. Section 75221 of the Public Resources Code is
 7 amended to read:

8 75221. (a) Projects eligible for funding under the program
 9 include, but are not limited to, all of the following:

10 (1) Rail capital projects, including acquisition of rail cars and
 11 locomotives, that expand, enhance, and improve existing rail
 12 systems and connectivity to existing and future transit systems,
 13 including the high-speed rail system.

14 (2) Intercity, commuter, and urban rail projects that increase
 15 service levels, improve reliability, or decrease travel times,
 16 including infrastructure access payments to host railroads in lieu
 17 of capital investments.

18 (3) Rail, bus, and ferry integration implementation, including
 19 integrated ticketing and scheduling systems, shared-use corridors,
 20 related planning efforts, and other service integration initiatives.

21 (4) Bus rapid transit and other bus and ferry transit investments
 22 to increase ridership and reduce greenhouse gas emissions.

23 (b) In order to be eligible for funding under the program, a
 24 project shall demonstrate that it will achieve a reduction in
 25 emissions of greenhouse gases. In selecting projects for funding,
 26 the Transportation Agency shall consider the extent to which a
 27 project reduces emissions of greenhouse gases.

28 (c) The program shall have a programmatic goal of providing
 29 at least 25 percent of available funding to projects benefiting
 30 disadvantaged communities, consistent with the objectives of
 31 Chapter 830 of the Statutes of 2012.

32 (d) In evaluating grant applications for funding, the
 33 Transportation Agency shall consider all of the following:

34 (1) The cobenefits of projects that support the implementation
 35 of sustainable communities strategies through one or more of the
 36 following:

37 (A) Reducing vehicle miles traveled from automobiles and the
 38 number of automobile trips through growth in transit ridership.

39 (B) Promoting housing development in the vicinity of rail
 40 stations and major transit centers.

- 1 (C) Expanding existing rail and public transit systems.
 2 (D) Enhancing the connectivity, integration, and coordination
 3 of the state's various transit systems, including, but not limited to,
 4 regional and local transit systems and the high-speed rail system.
 5 (E) Implementing clean vehicle technology.
 6 (F) Promoting active transportation.
 7 (G) Improving public health.
 8 (2) The project priorities developed through the collaboration
 9 of two or more rail operators and any memoranda of understanding
 10 between state agencies and local or regional rail operators.
 11 (3) Geographic equity.
 12 (4) Consistency with an adopted sustainable communities
 13 strategy or, if a sustainable strategy is not required for a region by
 14 law, a regional plan that includes policies and programs to reduce
 15 emissions of greenhouse gases.
 16 (5) The extent to which a project has supplemental funding
 17 committed to it from other nonstate sources.
 18 (6) The extent to which the project will increase transit ridership.
 19 (e) Eligible applicants under the program shall be public
 20 agencies, including joint powers agencies, that operate or have
 21 planning responsibility for existing or planned regularly scheduled
 22 intercity or commuter passenger rail service, urban rail transit
 23 service, or bus or ferry transit service.
 24 (f) A recipient of moneys under the program may combine
 25 funding from the program with other state funding, including, but
 26 not limited to, the State Transportation Improvement Program, the
 27 Low Carbon Transit Operations Program, the State Air Resources
 28 Board clean vehicle program, and state transportation bond funds.
 29 (g) *Where feasible, projects included in the program shall apply,*
 30 *within the fix-it-first approach, the Climate Action Plan for*
 31 *Transportation Infrastructure goals described in Section 13989.10*
 32 *of the Government Code.*
 33 SEC. 4. Section 2033 of the Streets and Highways Code is
 34 amended to read:
 35 2033. (a) On or before January 1, 2018, the commission, in
 36 cooperation with the department, transportation planning agencies,
 37 county transportation commissions, and other local agencies, shall
 38 develop guidelines for the allocation of funds pursuant to
 39 subdivision (a) of Section 2032.

1 (b) The guidelines shall be the complete and full statement of
 2 the policy, standards, and criteria that the commission intends to
 3 use to determine how these funds will be allocated.

4 (c) The commission may amend the adopted guidelines after
 5 conducting at least one public hearing.

6 (d) The guidelines may include streamlining of project delivery
 7 by authorizing local or regional transportation agencies to seek
 8 commission approval of a letter of no prejudice that allows the
 9 agency to expend its own funds in advance of an allocation of
 10 funds by the commission, and to be reimbursed at a later time for
 11 eligible expenditures. A letter of no prejudice shall only be
 12 available to local or regional transportation agencies for moneys
 13 that have been identified for future allocation to the applicant
 14 agency. Moneys designated pursuant to subdivision (a) of Section
 15 2032 shall only be reimbursed when there is funding available in
 16 an amount sufficient to make the reimbursement.

17 (e) *A project selected to receive an allocation of funds pursuant*
 18 *to subdivision (a) of Section 2032 shall apply, where feasible,*
 19 *within the fix-it-first approach, the Climate Action Plan for*
 20 *Transportation Infrastructure goals described in Section 13989.10*
 21 *of the Government Code.*

22 SEC. 5. Section 2192 of the Streets and Highways Code is
 23 amended to read:

24 2192. (a) The following revenues shall be allocated for
 25 infrastructure projects pursuant to this section:

26 (1) The revenues deposited in the Trade Corridors Enhancement
 27 Account pursuant to Section 2192.4, except for those revenues in
 28 the account that were appropriated by Senate Bill 132 of the
 29 2017–18 Regular Session (Chapter 7 of the Statutes of 2017).

30 (2) An amount of federal funds equal to the amount of revenue
 31 apportioned to the state under Section 167 of Title 23 of the United
 32 States Code from the national highway freight programs, pursuant
 33 to the federal Fixing America’s Surface Transportation Act (“FAST
 34 Act,” Public Law 114-94).

35 (b) The funding described in subdivision (a) shall be available
 36 upon appropriation for allocation by the California Transportation
 37 Commission for infrastructure improvements in this state on
 38 federally designated Trade Corridors of National and Regional
 39 Significance, on the Primary Freight Network, and along other
 40 corridors that have a high volume of freight movement, as

1 determined by the commission and as identified in the state freight
 2 plan developed pursuant to Section 13978.8 of the Government
 3 Code. Projects eligible for funding shall be included in an adopted
 4 regional transportation plan. Projects within the boundaries of a
 5 metropolitan planning organization shall be included in an adopted
 6 regional transportation plan that includes a sustainable communities
 7 strategy determined by the State Air Resources Board to achieve
 8 the region's greenhouse gas emissions reduction targets. In
 9 developing guidelines for implementing this section, the
 10 commission shall (1) apply the guiding principles, to the maximum
 11 extent practicable, in the California Sustainable Freight Action
 12 Plan released in July 2016 pursuant to Executive Order No.
 13 B-32-15, and (2) consult the state freight plan and the applicable
 14 port master plan.

15 (c) Eligible projects for these funds include, but are not limited
 16 to, all of the following:

17 (1) Highway improvements to more efficiently accommodate
 18 the movement of freight, particularly for ingress and egress to and
 19 from the state's land ports of entry, rail terminals, and seaports,
 20 including navigable inland waterways used to transport freight
 21 between seaports, land ports of entry, and airports, and to relieve
 22 traffic congestion along major trade or goods movement corridors.

23 (2) Freight rail system improvements to enhance the ability to
 24 move goods from seaports, land ports of entry, and airports to
 25 warehousing and distribution centers throughout California,
 26 including projects that separate rail lines from highway or local
 27 road traffic, improve freight rail mobility, and other projects that
 28 improve the safety, efficiency, and capacity of the rail freight
 29 system.

30 (3) Projects to enhance the capacity and efficiency of ports,
 31 except that funds available under this section shall not be allocated
 32 to a project that includes the purchase of fully automated cargo
 33 handling equipment. For the purposes of this paragraph, "fully
 34 automated" means equipment that is remotely operated or remotely
 35 monitored, with or without the exercise of human intervention or
 36 control. ~~Nothing in this~~ *This paragraph shall does not* prohibit the
 37 use of funds available pursuant to this section for a project that
 38 includes the purchase of human-operated zero-emission equipment,
 39 human-operated near-zero-emission equipment, and infrastructure
 40 supporting that human-operated equipment. ~~Furthermore, nothing~~

1 ~~in this~~ *This section shall does not* prohibit the purchase of devices
 2 that support that human-operated equipment, including equipment
 3 to evaluate the ~~utilization~~ *usage* and environmental benefits of that
 4 human-operated equipment.

5 (4) Truck corridor improvements, including dedicated truck
 6 facilities or truck toll facilities, including the mitigation of the
 7 emissions from trucks or these facilities.

8 (5) Border access improvements that enhance goods movement
 9 between California and Mexico and that maximize the state's
 10 ability to access funds made available to the state by federal law.

11 (6) Surface transportation, local road, and connector road
 12 improvements to effectively facilitate the movement of goods,
 13 particularly for ingress and egress to and from the state's land ports
 14 of entry, airports, and seaports, to relieve traffic congestion along
 15 major trade or goods movement corridors.

16 (7) Projects that employ advanced and innovative technology
 17 to improve the flow of freight, such as intelligent transportation
 18 systems, public infrastructure, excluding vehicles, that enables
 19 zero-emission or near-zero emission goods movement, real time
 20 information systems, weigh-in-motion devices, electronic screening
 21 and credentialing systems, traffic signal optimization, work zone
 22 management and information systems, ramp metering, and
 23 electronic cargo and border security technologies.

24 (8) Environmental and community mitigation or efforts to reduce
 25 environmental impacts of freight movement, such as projects that
 26 reduce noise, overnight truck idling, or truck queues, and advanced
 27 traveler information systems such as freight advanced traveler
 28 information systems that optimize operations to reduce empty-load
 29 trips.

30 (d) (1) Projects funded with revenues identified in paragraph
 31 (1) of subdivision (a) shall be consistent with Article XIX of the
 32 California Constitution.

33 (2) *Projects funded with revenues identified in paragraph (1)*
 34 *of subdivision (a) shall apply, where feasible, within the fix-it-first*
 35 *approach, the Climate Action Plan for Transportation*
 36 *Infrastructure goals described in Section 13989.10 of the*
 37 *Government Code.*

38 (e) (1) In adopting the program of projects to be funded with
 39 funds described in subdivision (a), the commission shall evaluate
 40 the total potential economic and noneconomic benefits of the

1 program of projects to California's economy, environment, and
 2 public health. The evaluation shall specifically assess localized
 3 impacts in disadvantaged communities. The commission shall
 4 consult with the agencies identified in Executive Order No.
 5 B-32-15 and metropolitan planning organizations in order to use
 6 the appropriate models, techniques, and methods to develop the
 7 parameters for evaluating the program of projects. The commission
 8 shall allocate the funding from subdivision (a) for trade
 9 infrastructure improvements as follows:

10 (A) Sixty percent of the funds shall be available for projects
 11 nominated by regional transportation agencies and other public
 12 agencies, including counties, cities, and port authorities, in
 13 consultation with the department. The commission shall provide
 14 reasonable geographic targets for funding allocations without
 15 constraining what an agency may propose or what the commission
 16 may approve.

17 (B) Forty percent of the funds shall be available for projects
 18 nominated by the department, in consultation with regional
 19 transportation agencies.

20 (2) In adopting a program of projects pursuant to paragraph (1),
 21 the commission shall prioritize projects jointly nominated and
 22 jointly funded by the state and local agencies. In considering
 23 geographic balance for the overall program, the commission may
 24 adjust the corridor-based targets in subparagraph (A) of paragraph
 25 (1) to account for projects programmed pursuant to subparagraph
 26 (B) of paragraph (1).

27 (f) (1) (A) The commission shall adopt guidelines, including
 28 a transparent process to evaluate projects and to allocate the
 29 funding described in subdivision (a) for trade infrastructure
 30 improvements in a manner that ~~(A) addresses~~ *does all of the*
 31 *following*:

32 (i) ~~Addresses~~ the state's most urgent needs, ~~(B) balances~~ *needs*.

33 (ii) ~~Balances~~ the demands of various land ports of entry,
 34 seaports, and ~~airports~~, ~~(C) places~~ *airports*.

35 (iii) ~~Places~~ emphasis on projects that improve trade corridor
 36 mobility and safety while reducing emissions of diesel particulates,
 37 greenhouse gases, and other pollutants and reducing other negative
 38 community impacts, especially in disadvantaged ~~communities~~;
 39 ~~(D) makes~~ *communities*.

1 (iv) *Makes* a significant contribution to the state's ~~economy~~;
 2 ~~(E) recognizes~~ *economy*.

3 (v) *Recognizes* the key role of the state in project ~~identification~~;
 4 ~~(F) supports~~ *identification*.

5 (vi) *Supports* integrating statewide goods movement priorities
 6 in a corridor ~~approach~~, and ~~(G) includes~~ *approach*.

7 (vii) *Includes* disadvantaged communities measures, as
 8 established by the California Environmental Protection Agency
 9 pursuant to Section 39711 of the Health and Safety Code, and
 10 other tools the commission determines, for evaluating benefits or
 11 costs for disadvantaged communities and low-income communities.
 12 **Project**

13 (B) *Project* nominations shall include either a quantitative or
 14 qualitative assessment of the benefits the project is expected to
 15 achieve relative to the evaluation criteria.

16 (2) The guidelines adopted pursuant to paragraph (1) may
 17 include streamlining of project delivery by authorizing regional
 18 transportation agencies and other public agencies to seek
 19 commission approval of a letter of no prejudice that allows the
 20 agency to expend its own funds for a project programmed in a
 21 future year of the adopted program of projects, in advance of
 22 allocation of funds to the project by the commission, and to be
 23 reimbursed at a later time for eligible expenditures. A letter of no
 24 prejudice shall only be available to local or regional transportation
 25 agencies for moneys that have been identified for future allocation
 26 to the applicant agency. Moneys designated for the program shall
 27 only be reimbursed when there is funding available in an amount
 28 sufficient to make the reimbursement.

29 (g) In addition, the commission shall also consider the following
 30 factors when allocating these funds:

31 (1) "Velocity," which means the speed by which large cargo
 32 would travel from the land port of entry or seaport through the
 33 distribution system.

34 (2) "Throughput," which means the volume of cargo that would
 35 move from the land port of entry or seaport through the distribution
 36 system.

37 (3) "Reliability," which means a reasonably consistent and
 38 predictable amount of time for cargo to travel from one point to
 39 another on any given day or at any given time in California.

1 (4) “Congestion reduction,” which means the reduction in
2 recurrent daily hours of delay to be achieved.

3 (h) For purposes of this section, the following ~~terms have the~~
4 ~~following meanings:~~ *definitions apply:*

5 (1) “Disadvantaged communities” ~~are~~ *means* those communities
6 identified by the California Environmental Protection Agency
7 pursuant to Section 39711 of the Health and Safety Code.

8 (2) “Low-income communities” ~~are~~ *means* census tracts with
9 median household incomes at or below 80 percent of the statewide
10 median income or with median household incomes at or below the
11 threshold designated as low income by the Department of Housing
12 and Community Development’s list of state income limits adopted
13 pursuant to Section 50093 of the Health and Safety Code.

14 (i) ~~It is the intent of the Legislature for the commission to adopt~~
15 ~~an initial program of projects using the state and federal funds~~
16 ~~described in subdivision (a) for eligible projects as soon as~~
17 ~~practicable and no later than May 17, 2018.~~

18 SEC. 6. Section 2381.5 is added to the Streets and Highways
19 Code, to read:

20 2381.5. A project selected to receive an allocation of funds
21 pursuant to this chapter shall apply, where feasible, within the
22 fix-it-first approach, the Climate Action Plan for Transportation
23 Infrastructure goals described in Section 13989.10 of the
24 Government Code.

25 SEC. 7. Section 2392.5 is added to the Streets and Highways
26 Code, to read:

27 2392.5. A project selected to receive an allocation of funds
28 pursuant to this chapter shall apply, where feasible, within the
29 fix-it-first approach, the Climate Action Plan for Transportation
30 Infrastructure goals described in Section 13989.10 of the
31 Government Code.

ATTACHMENT F

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL**No. 2508****Introduced by Assembly Member Hoover**

February 20, 2026

An act to amend Section 25711 of the Public Resources Code, and to amend Sections 379.6, 381, 381.1, 384.5, 399.4, 399.8, 399.20.3, 589, 718, 739.3, 2788, and 2851 of, and to add Section 318 to, the Public Utilities Code, relating to energy.

LEGISLATIVE COUNSEL'S DIGEST

AB 2508, as introduced, Hoover. Public Utilities Public Purpose Programs Fund.

Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Under existing law, the commission administers, or otherwise oversees, various public purpose programs, including energy efficiency and conservation programs, cost-effective energy efficiency programs, rate assistance programs for eligible food banks, and home insulation financial assistance programs. Under existing law, those programs are generally funded through a charge on electrical service, which is collected through customer rates.

This bill would establish the Public Utilities Public Purpose Programs Fund. The bill would require the commission, upon appropriation by the Legislature, to allocate the moneys in the fund to fund certain public purpose programs and programs administered by electrical regional energy networks, as specified. The bill would require the Controller to transfer an unspecified sum on July 1 of each fiscal year, commencing with the 2026–27 fiscal year, from the Greenhouse Gas Reduction Fund to the fund.

Under existing law, a violation of the Public Utilities Act or any order, decision, rule, direction, demand, or requirement of the commission is a crime.

Because certain of the above provisions would be part of the act and a violation of a commission action implementing this bill's requirements would be a crime, the bill would impose 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 no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. (a) The Legislature finds and declares all of the
2 following:

3 (1) Customers of electrical corporations pay for public purpose
4 programs through their electricity rates. These costs would more
5 appropriately be funded by all taxpayers because the benefits accrue
6 to society at large, not only to electrical customers or the electrical
7 system.

8 (2) Electricity rates are increasing in part due to the increasing
9 costs of state climate change mitigation policies and programs
10 administered by electrical corporations or third parties, funded by
11 electrical customers, and mandated by statute or by the commission
12 to reduce consumption of electricity or to provide environmental,
13 health, and other benefits that accrue to all taxpayers.

14 (3) Public purpose programs' costs, such as low-income
15 customer bill support and low-income weatherization assistance,
16 represent a significant portion of these electricity rates and
17 contribute to the increases in electricity rates.

18 (b) (1) In order to provide some electricity rate relief and to
19 more equitably allocate the costs of programs that benefit all
20 taxpayers, not just utility customers, it is the intent of the
21 Legislature to appropriate Greenhouse Gas Reduction Fund moneys
22 sufficient to pay for certain electrical corporation public purpose
23 programs and public purpose programs administered by third
24 parties that are funded through electricity rates.

1 (2) It is the intent of the Legislature that on and after January
 2 1, 2024, certain current and future costs for public purpose
 3 programs funded by electrical customers, whether the program is
 4 required pursuant to the Public Utilities Code, pursuant to other
 5 statutes, or by order or decision of the Public Utilities Commission,
 6 be authorized for recovery through the Greenhouse Gas Reduction
 7 Fund.

8 SEC. 2. Section 25711 of the Public Resources Code is
 9 amended to read:

10 25711. For the purposes of implementing this chapter, the
 11 Electric Program Investment Charge Fund is hereby created in the
 12 State Treasury.

13 (a) The commission shall administer the fund.

14 ~~(b) At least quarterly, moneys received by the Public Utilities~~
 15 ~~Commission pursuant to the Electric Program Investment Charge~~
 16 ~~for those programs the Public Utilities Commission has determined~~
 17 ~~should be administered by the Energy Commission shall be~~
 18 ~~forwarded by the Public Utilities Commission to the commission~~
 19 ~~for deposit in the fund.~~

20 (e)

21 (b) The Controller shall, as directed by the commission, disburse
 22 moneys in the fund for purposes of this chapter.

23 ~~(d)~~

24 (c) The commission may use moneys in the fund for the
 25 administration of this chapter, as authorized by the Public Utilities
 26 Commission and appropriated by the Legislature in the annual
 27 Budget Act.

28 SEC. 3. Section 318 is added to the Public Utilities Code, to
 29 read:

30 318. (a) (1) For purposes of this section, “public purpose
 31 programs” means all of the following programs, except as specified
 32 in paragraph (2):

33 (A) The programs funded through an electrical corporation’s
 34 public purpose program rate component as of December 31, 2023.

35 (B) Other programs determined by the commission, based on
 36 a record developed in an open proceeding before the commission
 37 through which electrical corporations and other parties have an
 38 opportunity to participate, to provide public benefits.

39 (2) “Public purpose programs” does not include the Family
 40 Electric Rate Assistance program described in Section 739.12 or

1 the California Alternate Rates for Energy (CARE) program
2 established pursuant to Section 739.1.

3 (b) In order to ensure that the residents of this state continue to
4 receive safe, reliable, affordable, and environmentally sustainable
5 electrical service, it is the policy of this state and the intent of the
6 Legislature that low-income bill support continue to be provided
7 and that prudent investments in energy efficiency, renewable
8 energy, research, development, and demonstration continue to be
9 made.

10 (c) (1) The Public Utilities Public Purpose Programs Fund is
11 hereby established in the State Treasury.

12 (2) All moneys in the Public Utilities Public Purpose Programs
13 Fund shall be allocated by the commission, upon appropriation by
14 the Legislature, to fund the public purpose programs and programs
15 administered by electrical regional energy networks, consistent
16 with Section 381.

17 (3) The Controller shall transfer the sum of ____ dollars (\$____)
18 on July 1 of each fiscal year, commencing with the 2026–27 fiscal
19 year, from the Greenhouse Gas Reduction Fund, established
20 pursuant to Section 16428.8 of the Government Code, to the Public
21 Utilities Public Purpose Programs Fund.

22 (d) In implementing this section, the commission shall consider
23 the continuity of the public purpose programs and minimizing
24 customer disruptions.

25 SEC. 4. Section 379.6 of the Public Utilities Code is amended
26 to read:

27 379.6. (a) (1) It is the intent of the Legislature that the
28 self-generation incentive program increase deployment of
29 distributed generation and energy storage systems to facilitate the
30 integration of those resources into the electrical grid, improve
31 efficiency and reliability of the distribution and transmission
32 system, and reduce emissions of greenhouse gases, peak demand,
33 and ratepayer costs. It is the further intent of the Legislature that
34 the commission, in future proceedings, provide for an equitable
35 distribution of the costs and benefits of the program.

36 (2) ~~The~~ *For gas corporations,* the commission, in consultation
37 with the Energy Commission, may authorize the annual collection
38 of not more than double the amount authorized for the
39 self-generation incentive program in the 2008 calendar year,
40 through December 31, 2024. ~~The commission shall require the~~

1 administration of the program for distributed energy resources
 2 originally established pursuant to Chapter 329 of the Statutes of
 3 2000 until January 1, 2026. On January 1, 2026, the commission
 4 shall provide repayment of all unallocated funds collected pursuant
 5 to this section to reduce ratepayer costs.

6 (3) (A) For electrical corporations, the commission, in
 7 consultation with the Energy Commission, may authorize the
 8 annual allocation from the Public Utilities Public Purpose
 9 Programs Fund of not more than double the amount authorized
 10 for the self-generation incentive program in the 2008 calendar
 11 year, through December 31, 2024.

12 (B) The commission shall require the administration of the
 13 program for distributed energy resources originally established
 14 pursuant to Chapter 329 of the Statutes of 2000 until January 1,
 15 2026.

16 (C) On January 1, 2026, the commission shall provide
 17 repayment of all unallocated funds collected pursuant to this
 18 section to reduce ratepayer costs, unless those unallocated funds
 19 originated from the Public Utilities Public Purpose Programs
 20 Fund in which case those unallocated funds shall be credited to
 21 the Public Utilities Public Purpose Programs Fund.

22 (b) (1) Eligibility for incentives under the self-generation
 23 incentive program that are funded through ~~the annual collection~~
 24 ~~authorized pursuant to paragraph~~ paragraph (2) or (3) of
 25 subdivision (a) shall be limited to distributed energy resources that
 26 the commission, in consultation with the State Air Resources
 27 Board, determines will achieve reductions in emissions of
 28 greenhouse gases pursuant to the California Global Warming
 29 Solutions Act of 2006 (Division 25.5 (commencing with Section
 30 38500) of the Health and Safety Code).

31 (2) On or before July 1, 2015, the commission shall update the
 32 factor for avoided greenhouse gas emissions based on both the
 33 most recent data available to the State Air Resources Board for
 34 greenhouse gas emissions from electricity sales in the
 35 self-generation incentive program administrators' service areas
 36 and current estimates of greenhouse gas emissions over the useful
 37 life of the distributed energy resource, including consideration of
 38 the effects of the California Renewables Portfolio Standard.

1 (3) The commission shall adopt requirements for energy storage
 2 systems to ensure that eligible energy storage systems reduce the
 3 emissions of greenhouse gases.

4 (c) Eligibility for the funding of any combustion-operated
 5 distributed generation projects using fossil fuel is subject to all of
 6 the following conditions:

7 (1) An oxides of nitrogen (NO_x) emissions rate standard of 0.07
 8 pounds per megawatthour and a minimum efficiency of 60 percent,
 9 or any other NO_x emissions rate and minimum efficiency standard
 10 adopted by the State Air Resources Board. A minimum efficiency
 11 of 60 percent shall be measured as useful energy output divided
 12 by fuel input. The efficiency determination shall be based on
 13 100-percent load.

14 (2) Combined heat and power units that meet the 60-percent
 15 efficiency standard may take a credit to meet the applicable NO_x
 16 emissions standard of 0.07 pounds per megawatthour. Credit shall
 17 be at the rate of one megawatthour for each 3,400,000 British
 18 thermal units (Btus) of heat recovered.

19 (3) The customer receiving incentives shall adequately maintain
 20 and service the combined heat and power units so that during
 21 operation the system continues to meet or exceed the efficiency
 22 and emissions standards established pursuant to paragraphs (1)
 23 and (2).

24 (4) Notwithstanding paragraph (1), a project that does not meet
 25 the applicable NO_x emissions standard is eligible if it meets both
 26 of the following requirements:

27 (A) The project operates solely on waste gas. The commission
 28 shall require a customer that applies for an incentive pursuant to
 29 this paragraph to provide an affidavit or other form of proof that
 30 specifies that the project shall be operated solely on waste gas.
 31 Incentives awarded pursuant to this paragraph shall be subject to
 32 refund and shall be refunded by the recipient to the extent the
 33 project does not operate on waste gas. As used in this paragraph,
 34 “waste gas” means natural gas that is generated as a byproduct of
 35 petroleum production operations and is not eligible for delivery
 36 to the utility pipeline system.

37 (B) The air quality management district or air pollution control
 38 district, in issuing a permit to operate the project, determines that
 39 operation of the project will produce an onsite net air emissions
 40 benefit compared to permitted onsite emissions if the project does

1 not operate. The commission shall require the customer to secure
2 the permit before receiving incentives.

3 (d) In determining the eligibility for the self-generation incentive
4 program, minimum system efficiency shall be determined either
5 by calculating electrical and process heat efficiency as set forth in
6 Section 216.6, or by calculating overall electrical efficiency.

7 (e) Eligibility for incentives under the self-generation incentive
8 program shall be limited to distributed energy resource technologies
9 that the commission determines meet all of the following
10 requirements:

11 (1) The distributed energy resource technology shifts onsite
12 energy use to off-peak time periods or reduces demand from the
13 grid by offsetting some or all of the customer's onsite energy load,
14 including, but not limited to, net peak electric load.

15 (2) The distributed energy resource technology is commercially
16 available.

17 (3) The distributed energy resource technology safely uses the
18 existing transmission and distribution system.

19 (4) The distributed energy resource technology improves air
20 quality by reducing criteria air pollutants.

21 (f) Recipients of the self-generation incentive program funds
22 shall provide relevant data to the commission and the State Air
23 Resources Board, upon request, and shall be subject to onsite
24 inspection to verify equipment operation and performance,
25 including capacity, thermal output, and usage to verify criteria air
26 pollutant and greenhouse gas emissions performance.

27 (g) In administering the self-generation incentive program, the
28 commission shall determine a capacity factor for each distributed
29 generation system energy resource technology in the program.

30 (h) (1) In administering the self-generation incentive program,
31 the commission may adjust the amount of incentives and evaluate
32 other public policy interests, including, but not limited to,
33 ratepayers, energy efficiency, peak load reduction, load
34 management, and environmental interests.

35 (2) The commission shall consider the relative amount and the
36 cost of greenhouse gas emissions reductions, peak demand
37 reductions, system reliability benefits, and other measurable factors
38 when allocating program funds between eligible technologies.

1 (i) The commission shall ensure that distributed generation
2 resources are made available in the self-generation incentive
3 program for all ratepayers.

4 (j) In administering the self-generation incentive program, the
5 commission shall provide an additional incentive of 20 percent
6 from existing program funds for the installation of eligible
7 distributed generation resources manufactured in California.

8 (k) The costs of the self-generation incentive program shall not
9 be recovered from customers participating in the California
10 Alternate Rates for Energy (CARE) program.

11 (l) The commission shall evaluate the overall success and impact
12 of the self-generation incentive program based on the following
13 performance measures:

14 (1) The amount of reductions of emissions of greenhouse gases.

15 (2) The amount of reductions of emissions of criteria air
16 pollutants measured in terms of avoided emissions and reductions
17 of criteria air pollutants represented by emissions credits secured
18 for project approval.

19 (3) The amount of energy reductions measured in energy value.

20 (4) The amount of reductions of customer peak demand.

21 (5) The ratio of the electricity generated by distributed energy
22 resource generation projects receiving incentives from the
23 self-generation incentive program to the electricity capable of
24 being produced by those projects, commonly known as a capacity
25 factor.

26 (6) The value to the electrical transmission and distribution
27 system measured in avoided costs of transmission and distribution
28 upgrades and replacement.

29 (7) The ability to improve onsite electricity reliability as
30 compared to onsite electricity reliability before the self-generation
31 incentive program technology was placed in service.

32 (m) On and after January 1, 2020, generation technologies using
33 nonrenewable fuels shall not be eligible for incentives under the
34 self-generation incentive program.

35 SEC. 5. Section 381 of the Public Utilities Code is amended
36 to read:

37 381. (a) To ensure that the funding for the programs described
38 in subdivision (b) and Section 382 are not commingled with other
39 revenues, the commission shall require each electrical corporation
40 to ~~identify a separate rate component to collect~~ *establish an account*

1 ~~for moneys allocated from the revenues used to fund these~~
 2 ~~programs. The rate component shall be a nonbypassable element~~
 3 ~~of the local distribution service. Public Utilities Public Purpose~~
 4 ~~Programs Fund.~~

5 (b) ~~The commission shall allocate funds collected pursuant to~~
 6 ~~subdivision (a), and any interest earned on collected funds, to~~
 7 ~~moneys from the Public Utilities Public Purpose Programs Fund~~
 8 ~~to programs that enhance electrical system reliability and provide~~
 9 ~~in-state benefits as follows:~~

10 (1) ~~Cost-effective energy~~ Energy efficiency and conservation
 11 activities.

12 (2) Public interest research and development not adequately
 13 provided by competitive and regulated markets.

14 (3) In-state operation and development of existing and new and
 15 emerging eligible renewable energy resources, as defined in Section
 16 399.12.

17 (e) ~~The commission shall order the respective electrical~~
 18 ~~corporations to collect and spend these funds at the levels and for~~
 19 ~~the purposes required in Section 399.8.~~

20 (d) ~~Each electrical corporation shall allow customers to make~~
 21 ~~voluntary contributions through their utility bill payments as either~~
 22 ~~a fixed amount or a variable amount to support programs~~
 23 ~~established pursuant to paragraph (3) of subdivision (b). Funds~~
 24 ~~collected by electrical corporations for these purposes shall be~~
 25 ~~forwarded in a timely manner to the appropriate fund as specified~~
 26 ~~by the commission.~~

27 SEC. 6. Section 381.1 of the Public Utilities Code is amended
 28 to read:

29 381.1. (a) No later than July 15, 2003, the commission shall
 30 establish policies and procedures by which any party, including,
 31 but not limited to, a local entity that establishes a community choice
 32 aggregation program, may apply to become administrators for
 33 ~~cost-effective energy~~ electrical efficiency and conservation
 34 programs established pursuant to Section ~~381~~. 381 and funded by
 35 ~~moneys allocated from the Public Utilities Public Purpose~~
 36 ~~Programs Fund.~~ In determining whether to approve an application
 37 to become administrators and subject to an aggregator's right to
 38 elect to become an administrator pursuant to subdivision (f), the
 39 commission shall consider the value of program continuity and
 40 planning certainty and the value of allowing competitive

1 opportunities for potentially new administrators. The commission
 2 shall weigh the benefits of the party's proposed program to ensure
 3 that the program meets the following objectives:

4 (1) Is consistent with the goals of the existing programs
 5 established pursuant to Section 381.

6 (2) Advances the public interest in maximizing cost-effective
 7 electricity savings and related benefits.

8 (3) Accommodates the need for broader statewide or regional
 9 programs.

10 (b) All audit and reporting requirements established by the
 11 commission pursuant to Section 381 and other statutes shall apply
 12 to the parties chosen as administrators under this section.

13 (c) If a community choice aggregator is not the administrator
 14 of energy efficiency and conservation programs for which its
 15 customers are eligible, the commission shall require the
 16 administrator of cost-effective energy efficiency and conservation
 17 programs to direct a proportional share of its approved energy
 18 efficiency program activities for which the community choice
 19 aggregator's customers are eligible, to the community choice
 20 aggregator's territory without regard to customer class. To the
 21 extent that energy efficiency and conservation programs are
 22 targeted to specific locations to avoid or defer transmission or
 23 distribution system upgrades, the targeted expenditures shall
 24 continue irrespective of whether the loads in those locations are
 25 served by an aggregator or by an electrical corporation. The
 26 commission shall also direct the administrator to work with the
 27 community choice aggregator, to provide advance information
 28 where appropriate about the likely impacts of energy efficiency
 29 programs and to accommodate any unique community program
 30 needs by placing more, or less, emphasis on particular approved
 31 programs to the extent that these special shifts in emphasis in no
 32 way diminish the effectiveness of broader statewide or regional
 33 programs. If the community choice aggregator proposes energy
 34 efficiency programs other than programs already approved for
 35 implementation in its territory, it shall do so under established
 36 commission policies and procedures. The commission may order
 37 an adjustment to the share of energy efficiency program activities
 38 directed to a community choice aggregator's territory if necessary
 39 to ensure an equitable and cost-effective allocation of energy
 40 efficiency program activities.

1 (d) The commission shall establish an impartial process for
 2 making the determination of whether a third party, including a
 3 community choice aggregator, may become administrators for
 4 cost-effective energy efficiency and conservation programs
 5 pursuant to subdivision (a), and shall not delegate or otherwise
 6 transfer the commission's authority to make this determination for
 7 a community choice aggregator to an electrical corporation.

8 (e) The impartial process established by the commission shall
 9 allow a registered community choice aggregator to elect to become
 10 the administrator of ~~funds collected~~ *moneys allocated* from the
 11 ~~aggregator's electric service customers and collected through a~~
 12 ~~nonbypassable charge authorized by the commission, Public~~
 13 *Utilities Public Purpose Programs Fund* for cost-effective energy
 14 ~~electrical efficiency and conservation programs, except those funds~~
 15 ~~collected for broader statewide and regional programs authorized~~
 16 ~~by the commission.~~ *programs.*

17 (f) A community choice aggregator electing to become an
 18 administrator shall submit a plan, approved by its governing board,
 19 to the commission for the administration of cost-effective energy
 20 efficiency and conservation programs for the aggregator's electric
 21 *electrical* service customers that includes funding requirements,
 22 a program description, a cost-effectiveness analysis, and the
 23 duration of the program. The commission shall certify that the plan
 24 submitted does all of the following:

25 (1) Is consistent with the goals of the programs established
 26 pursuant to this section and Section 399.4.

27 (2) Advances the public interest in maximizing cost-effective
 28 electricity savings and related benefits.

29 (3) Accommodates the need for broader statewide or regional
 30 programs.

31 (4) Includes audit and reporting requirements consistent with
 32 the audit and reporting requirements established by the commission
 33 pursuant to this section.

34 (5) Includes evaluation, measurement, and verification protocols
 35 established by the community choice aggregator.

36 (6) Includes performance metrics regarding the community
 37 choice aggregator's achievement of the objectives listed in
 38 paragraphs (1) to (5), inclusive, and in any previous plan.

39 (g) If the commission does not certify the plan for the
 40 administration of cost-effective energy efficiency and conservation

1 programs submitted by a community choice aggregator pursuant
 2 to subdivision (f), the community choice aggregator electing to
 3 administer these programs may submit an amended plan to the
 4 commission for certification. ~~No moneys may~~ *Moneys shall not*
 5 be released to a community choice aggregator unless the
 6 commission certifies the plan pursuant to subdivision (f).

7 SEC. 7. Section 384.5 of the Public Utilities Code is amended
 8 to read:

9 384.5. (a) On or before March 1, 2014, the commission shall
 10 order electrical corporations to submit, on or before July 1, 2015,
 11 a tariff to be used, at the discretion of local governments, to fund
 12 energy efficiency improvements in street light poles owned by the
 13 electrical corporations to ensure reduced energy consumption for
 14 local governments who are ~~streetlight~~ *street light* customers
 15 covered by these tariffs.

16 (b) The tariff shall be designed to allow local governments to
 17 remit the cost of the improvement through the tariff over time,
 18 resulting in reduced energy consumption, without shifting costs
 19 to nonparticipating ratepayers. The cost of the improvement shall
 20 be identified separately rather than included within the charge for
 21 electrical service.

22 (c) Notwithstanding subdivision (b), the improvement performed
 23 pursuant to the tariff submitted under subdivision (a) shall be
 24 eligible for any rebate or incentives available through
 25 ~~ratepayer-funded~~ programs intended to increase energy ~~efficiency~~.
 26 *efficiency that are funded by the Public Utilities Public Purpose*
 27 *Programs Fund.*

28 (d) The electrical corporation that owns the street light poles
 29 shall install or otherwise make the energy efficiency improvements
 30 selected by the local government with an appropriately trained
 31 workforce in accordance with all applicable safety orders of the
 32 commission.

33 (e) For the purposes of this section, the following terms have
 34 the following meanings:

35 (1) “Electrical corporation” means an electrical corporation, as
 36 defined in Section 218, with at least 100,000 service connections
 37 in California.

38 (2) “Street light pole” means a pole, arm, or fixture used
 39 primarily for street, pedestrian, or security lighting.

1 SEC. 8. Section 399.4 of the Public Utilities Code is amended
2 to read:

3 399.4. (a) (1) In order to ensure that prudent investments in
4 energy efficiency continue to be made that produce cost-effective
5 energy savings, reduce customer demand, and contribute to the
6 safe and reliable operation of the electrical distribution grid, it is
7 the policy of this state and the intent of the Legislature that the
8 commission shall supervise the administration of cost-effective
9 energy efficiency programs authorized pursuant to its statutory
10 authority, including Sections 381, 381.1, 381.2, 381.5, 382, 384.5,
11 400, 454.5, 454.55, 454.56, 589, 701.1, 749, and 769, Article 10
12 (commencing with Section 890) of Chapter 4, and Chapter 6
13 (commencing with Section 2781) of Part 2.

14 (2) As used in this section, the term “energy efficiency” includes,
15 but is not limited to, cost-effective activities to achieve peak load
16 reduction that improve end-use efficiency, lower customers’ bills,
17 and reduce system needs.

18 (b) (1) If a customer or contractor is the recipient of a rebate
19 or incentive offered by a public utility for an energy efficiency
20 improvement or installation of energy efficient components,
21 equipment, or appliances in a building, the public utility shall
22 provide the rebate or incentive only if the customer or contractor
23 certifies that the improvement or installation has complied with
24 any applicable permitting requirements, including any applicable
25 specifications or requirements set forth in the California Building
26 Standards Code (Title 24 of the California Code of Regulations),
27 and, if a contractor performed the installation or improvement,
28 that the contractor holds the appropriate license for the work
29 performed.

30 (2) In addition to the requirements of paragraph (1), if a
31 customer or contractor is the recipient of a rebate or incentive
32 offered by a public utility for the purchase or installation of central
33 air conditioning or a heat pump, and their related fans, the public
34 utility shall provide the rebate or incentive only if the customer or
35 contractor provides proof of permit closure. The public utility is
36 not responsible for verifying the proof of permit closure
37 documentation provided by the customer or contractor.

38 (3) This subdivision does not imply or create authority or
39 responsibility, or expand existing authority or responsibility, of a
40 public utility for the enforcement of the building energy and water

1 efficiency standards adopted pursuant to subdivision (a) or (b) of
 2 Section 25402 of the Public Resources Code, or appliance
 3 efficiency standards and certification requirements adopted
 4 pursuant to subdivision (c) of Section 25402 of the Public
 5 Resources Code.

6 (4) This subdivision does not limit the authority of the
 7 commission to impose any additional requirements on a recipient
 8 of any rebate or incentive.

9 (c) The commission, in evaluating energy efficiency investments
 10 under its statutory authority, shall also ensure that local and
 11 regional interests, multifamily dwellings, and energy service
 12 industry capabilities are incorporated into program portfolio design
 13 and that local governments, community-based organizations, and
 14 energy efficiency service providers are encouraged to participate
 15 in program implementation where appropriate.

16 (d) The commission, in a new or existing proceeding, shall
 17 review and update its policies governing energy efficiency
 18 programs ~~funded by utility customers~~ to facilitate achieving the
 19 targets established pursuant to subdivision (c) of Section 25310
 20 of the Public Resources Code. In updating its policies, the
 21 commission shall, at a minimum, do all of the following:

22 (1) Authorize market transformation programs with appropriate
 23 levels of funding to achieve deeper energy efficiency savings.

24 (2) Authorize ~~pay-for-performance~~ *pay-for-performance*
 25 programs that link incentives directly to measured energy savings.
 26 As part of ~~pay-for-performance~~ *pay-for-performance* programs
 27 authorized by the commission, customers should be reasonably
 28 compensated for developing and implementing an energy efficiency
 29 plan, with a portion of their incentive reserved pending post project
 30 measurement results.

31 (3) Authorize programs to achieve deeper savings through
 32 operational, behavioral, and retrocommissioning activities.

33 (4) Ensure that customers have certainty in the values and
 34 methodology used to determine energy efficiency incentives by
 35 basing the amount of any incentives provided by gas and electrical
 36 corporations on the values and methodology contained in the
 37 executed customer agreement. Incentive payments shall be based
 38 on measured results.

39 SEC. 9. Section 399.8 of the Public Utilities Code is amended
 40 to read:

1 399.8. (a) In order to ensure that the citizens of this state
 2 continue to receive safe, reliable, affordable, and environmentally
 3 sustainable electric service, it is the policy of this state and the
 4 intent of the Legislature that prudent investments in energy
 5 efficiency, renewable energy, and research,—development
 6 *development*, and demonstration shall continue to be made.

7 ~~(b) (1) Every customer of an electrical corporation shall pay a~~
 8 ~~nonbypassable system benefits charge authorized pursuant *Moneys*~~
 9 ~~allocated from the *Public Utilities Public Purpose Programs Fund*~~
 10 ~~shall be used to this article. The system benefits charge shall fund~~
 11 ~~energy *electrical* efficiency, renewable energy, and research,~~
 12 ~~development *development*, and demonstration.~~

13 (2) Local publicly owned electric utilities shall continue to
 14 collect and administer system benefits charges pursuant to Section
 15 385.

16 ~~(e) (1) The commission shall require each electrical corporation~~
 17 ~~to identify a separate rate component to collect revenues to fund~~
 18 ~~energy efficiency, renewable energy, and research, development~~
 19 ~~and demonstration programs authorized pursuant to this section~~
 20 ~~beginning January 1, 2002, and ending January 1, 2012. The rate~~
 21 ~~component shall be a nonbypassable element of the local~~
 22 ~~distribution service and collected on the basis of usage.~~

23 ~~(2) This rate component may not exceed, for any tariff schedule,~~
 24 ~~the level of the rate component that was used to recover funds~~
 25 ~~authorized pursuant to Section 381 on January 1, 2000. If the~~
 26 ~~amounts specified in paragraph (1) of subdivision (d) are not~~
 27 ~~recovered fully in any year, the commission shall reset the rate~~
 28 ~~component to restore the unrecovered balance, provided that the~~
 29 ~~rate component may not exceed, for any tariff schedule, the level~~
 30 ~~of the rate component that was used to recover funds authorized~~
 31 ~~pursuant to Section 381 on January 1, 2000. Pending restoration,~~
 32 ~~any annual shortfalls shall be allocated pro rata among the three~~
 33 ~~funding categories in the proportions established in paragraph (1)~~
 34 ~~of subdivision (d).~~

35 ~~(d) The commission shall order San Diego Gas and Electric~~
 36 ~~Company, Southern California Edison Company, and Pacific Gas~~
 37 ~~and Electric Company to collect these funds commencing on~~
 38 ~~January 1, 2002, as follows:~~

39 ~~(1) Two hundred twenty-eight million dollars (\$228,000,000)~~
 40 ~~per year in total for energy efficiency and conservation activities;~~

1 ~~sixty-five million five hundred thousand dollars (\$65,500,000) in~~
 2 ~~total per year for renewable energy, and sixty-two million five~~
 3 ~~hundred thousand dollars (\$62,500,000) in total per year for~~
 4 ~~research, development and demonstration. The funds for energy~~
 5 ~~efficiency and conservation activities shall continue to be allocated~~
 6 ~~in proportions established for the year 2000 as set forth in~~
 7 ~~paragraph (1) of subdivision (c) of Section 381.~~

8 ~~(2) The amounts shall be adjusted annually at a rate equal to~~
 9 ~~the lesser of the annual growth in electric commodity sales or~~
 10 ~~inflation, as defined by the gross domestic product deflator.~~

11 ~~(e) The commission shall ensure that each electrical corporation~~
 12 ~~allocates funds transferred by the Energy Commission pursuant~~
 13 ~~to subdivision (b) of Section 25743 in a manner that maximizes~~
 14 ~~the economic benefit to all customer classes that funded the New~~
 15 ~~Renewable Resources Account.~~

16 ~~(f)~~

17 ~~(c) The commission and the Energy Commission shall retain~~
 18 ~~and continue their oversight responsibilities as set forth in Sections~~
 19 ~~Section 381 and 383, and of this code and Chapter 7.1~~
 20 ~~(commencing with Section 25620) and Chapter 8.6 (commencing~~
 21 ~~with Section 25740) of Division 15 of the Public Resources Code.~~

22 ~~(g)~~

23 ~~(d) An applicant for the Large Nonresidential Standard~~
 24 ~~Performance Contract Program funded pursuant to paragraph (1)~~
 25 ~~of subdivision (b) and an electrical corporation shall promptly~~
 26 ~~attempt to resolve disputes that arise related to the program's~~
 27 ~~guidelines and parameters ~~prior to~~ before entering into a program~~
 28 ~~agreement. The applicant shall provide the electrical corporation~~
 29 ~~with written notice of any dispute. Within 10 business days after~~
 30 ~~receipt of the notice, the parties shall meet to resolve the dispute.~~
 31 ~~If the dispute is not resolved within 10 business days after the date~~
 32 ~~of the meeting, the electrical corporation shall notify the applicant~~
 33 ~~of his or her *their* right to file a complaint with the commission,~~
 34 ~~which complaint shall describe the grounds for the complaint,~~
 35 ~~injury, and relief sought. The commission shall issue its findings~~
 36 ~~in response to a filed complaint within 30 business days of the date~~
 37 ~~of receipt of the complaint. ~~Prior to~~ Before issuance of its findings,~~
 38 ~~the commission shall provide a copy of the complaint to the~~
 39 ~~electrical corporation, which shall provide a response to the~~
 40 ~~complaint to the commission within five business days of the date~~

1 of receipt. During the dispute period, the amount of estimated
 2 financial incentives shall be held in reserve until the dispute is
 3 resolved.

4 SEC. 10. Section 399.20.3 of the Public Utilities Code is
 5 amended to read:

6 399.20.3. (a) For purposes of this section, the following
 7 definitions apply:

8 (1) “Bioenergy” has the same meaning as set forth in paragraph
 9 (6) of subdivision (f) of Section 399.20.

10 (2) “Tier 1 high hazard zone” includes areas where wildlife and
 11 falling trees threaten electrical transmission and distribution lines,
 12 roads, and other evacuation corridors, critical community
 13 infrastructure, or other existing structures, as designated by the
 14 Department of Forestry and Fire Protection pursuant to the
 15 Proclamation of a State of Emergency on Tree Mortality declared
 16 by the Governor on October 30, 2015.

17 (3) “Tier 2 high hazard zone” includes watersheds that have
 18 significant tree mortality combined with community and natural
 19 resource assets, as designated by the Department of Forestry and
 20 Fire Protection pursuant to the Proclamation of a State of
 21 Emergency on Tree Mortality declared by the Governor on October
 22 30, 2015.

23 (b) (1) In addition to the requirements of subdivision (f) of
 24 Section 399.20, on or before July 1, 2025, electrical corporations
 25 shall collectively procure, through financial commitments of 5 to
 26 15 years, inclusive, their proportionate share of 125 megawatts of
 27 cumulative rated generating capacity from existing bioenergy
 28 projects that commenced operations before June 1, 2013. At least
 29 80 percent of the feedstock of an eligible facility, on an annual
 30 basis, shall be a byproduct of sustainable forestry management,
 31 which includes removal of dead and dying trees from Tier 1 and
 32 Tier 2 high hazard zones and is not that from lands that have been
 33 clear cut. At least 60 percent of this feedstock shall be from Tier
 34 1 and Tier 2 high hazard zones.

35 (2) Paragraph (1) does not apply to a utility subject to
 36 subdivision (g) if both of the following apply:

37 (A) The utility, either directly or through a joint powers
 38 authority, entered into five-year financial commitments for its
 39 proportionate share of 125 megawatts of cumulative rated
 40 generating capacity from existing bioenergy projects pursuant to

1 this section as it was enacted by Chapter 368 of the Statutes of
2 2016.

3 (B) The utility's financial commitments referenced in
4 subparagraph (A) include either: (i) a contract with a facility
5 operator that was, on June 1, 2022, in a bankruptcy or other
6 insolvency proceeding; or (ii) a contract for a project that does not
7 deliver energy to the utility.

8 (c) For the purpose of contracts entered into pursuant to
9 subdivision (b), commission Resolution E-4770 (March 17, 2016),
10 and commission Resolution E-4805 (October 13, 2016), Tier 1
11 and Tier 2 high hazard zone fuel or feedstock shall also include
12 biomass fuels removed from fuel reduction operations exempt
13 from timber harvesting plan requirements pursuant to subdivisions
14 (a), (f), (j), and (k) of Section 4584 of the Public Resources Code,
15 as those subdivisions read on January 1, 2024.

16 (d) The commission shall require an electrical corporation that
17 has entered into a contract pursuant to subdivision (b), commission
18 Resolution E-4770 (March 17, 2016), or commission Resolution
19 E-4805 (October 13, 2016) to allow fuel or feedstock reporting
20 requirements to be based on a monthly or annual basis, and a
21 bioenergy facility providing generation pursuant to that contract
22 shall have the right to opt out of the mandated fuel or feedstock
23 usage levels in any particular month upon providing written notice
24 to the electrical corporation in the month of operation. For months
25 in which a bioenergy facility opts out of the mandated fuel or
26 feedstock usage levels or misses the mandated fuel or feedstock
27 targets, that facility shall be paid the alternate price adopted by the
28 commission in commission Resolution E-4770 for all
29 megawatthours generated during that month. Contracts shall
30 continue in force through the end of the contracted term without
31 creating an event of default for missing mandated fuel or feedstock
32 usage levels and without giving rise to a termination right in favor
33 of the electrical corporation.

34 (e) (1) For each electrical corporation, the commission shall
35 allocate its proportionate share of the 125 megawatts based on the
36 ratio of the electrical corporation's peak demand to the total
37 statewide peak demand.

38 (2) Procurement by an electrical corporation of generation
39 capacity pursuant to a contract under the commission's Resolution
40 E-4770 (March 17, 2016) that is in excess of the requirement of

1 that electrical corporation under that resolution shall count towards
 2 meeting the electrical corporation's proportionate share allocated
 3 pursuant to paragraph (1).

4 (f) The commission may direct each electrical corporation to
 5 develop standard contract terms and conditions that reflect the
 6 operational characteristics of the bioenergy projects and to provide
 7 a streamlined contracting process or may require the electrical
 8 corporations to use the mechanism established pursuant to the
 9 commission's Resolution E-4770 (March 17, 2016) to meet the
 10 requirements of subdivision (e). The procurement pursuant to the
 11 developed standard contract shall occur on an expedited basis due
 12 to the Proclamation of a State of Emergency on Tree Mortality
 13 declared by the Governor on October 30, 2015.

14 (g) A local publicly owned electric utility serving more than
 15 100,000 customers shall procure its proportionate share, based on
 16 the ratio of the utility's peak demand to the total statewide peak
 17 demand, of 125 megawatts of cumulative rated capacity from
 18 existing bioenergy projects described in subdivision (b) subject to
 19 terms of at least five years.

20 ~~(h) The commission shall ensure that the costs of any contract~~
 21 ~~procured by an electrical corporation to satisfy the requirements~~
 22 ~~of this section are recoverable from all customers on a~~
 23 ~~nonbypassable basis.~~

24 ~~(i)~~
 25 (h) The Procurement Review Group within the commission
 26 shall advise the commission on the cost of the generation procured
 27 pursuant to this section and its impact on ratepayers. *section.*

28 ~~(j)~~
 29 (i) For purposes of this section, any incremental procurement
 30 of electricity products from bioenergy resources by a new contract
 31 or contract extension of five years or longer in duration shall be
 32 from a resource that meets emission limits equivalent to, or more
 33 stringent than, the applicable best available retrofit control
 34 technology, as determined by the local air pollution control district
 35 or air quality management district. The determination shall be
 36 made before the start of the operating period under the new contract
 37 or contract extension.

38 SEC. 11. Section 589 of the Public Utilities Code is amended
 39 to read:

1 589. (a) In an existing or new proceeding, the commission
 2 shall require ~~the~~ electrical and gas corporations to cooperate in
 3 establishing a single ~~Internet Web site~~ *internet website* available
 4 to the public that provides up-to-date information, updated no less
 5 frequently than once every 30 days, regarding ~~ratepayer-funded~~
 6 energy efficiency assistance programs ~~that, that are funded through~~
 7 *the Public Utilities Public Purpose Programs Fund for purposes*
 8 *of electrical corporations, and that are funded through ratepayers*
 9 *for purposes of gas corporations*, to the extent the information is
 10 available, in an aggregate format that would not provide identifying
 11 information about individual customers of the electrical and gas
 12 corporations, include all of the following:

13 (1) The types of energy efficiency measures installed.
 14 (2) The ZIP Code location of each customer receiving
 15 ~~ratepayer-funded~~ energy efficiency assistance: *assistance pursuant*
 16 *to this section*.

17 (3) The amount of funds expended at each ZIP Code location.
 18 (4) The expected annual energy savings and reduced energy
 19 usage expected in kilowatthours or therms.

20 (b) (1) The commission shall order the electrical and gas
 21 corporations to establish, based on data, ~~ratepayer-funded~~ energy
 22 efficiency assistance program reports on program totals,
 23 geographical and monthly statistics, cost distribution, and progress
 24 toward program ~~goals~~: *goals pursuant to this section*.

25 (2) The electrical and gas corporations shall make the reports
 26 available on the ~~Internet Web site~~ *internet website* established
 27 pursuant to subdivision (a).

28 (c) The commission shall require the electrical and gas
 29 corporations to publish data, including the amount expended, on
 30 the ~~ratepayer-funded~~ energy efficiency *assistance* programs that
 31 are not direct retrofits, including, but not limited to, research on
 32 building and appliance standards and marketing and outreach, on
 33 the ~~Internet Web site~~ *internet website* established pursuant to
 34 subdivision (a).

35 (d) The commission shall take steps necessary to ensure the
 36 ~~Internet Web site~~ *internet website* established pursuant to
 37 subdivision (a) is available to the public on or before June 1, 2014.

38 (e) The commission shall have a link to the ~~Internet Web site~~
 39 *internet website* established pursuant to subdivision (a) on the
 40 commission's ~~Internet Web site~~ *internet website* and require the

1 electrical and gas corporations to have a link to the ~~Internet Web~~
 2 ~~site internet website~~ established pursuant to subdivision (a) on the
 3 appropriate page of the ~~Internet Web site internet website~~ of each
 4 electrical and gas corporation.

5 SEC. 12. Section 718 of the Public Utilities Code is amended
 6 to read:

7 718. (a) (1) The commission shall develop policies, rules, or
 8 regulations with a goal of reducing, by January 1, 2024, the
 9 statewide level of gas and electric service disconnections for
 10 nonpayment by residential customers, including policies, rules, or
 11 regulations specific to the four gas and electrical corporations that
 12 have the greatest number of customers. The commission shall
 13 convene stakeholders, including, but not limited to, public health
 14 officials, consumer advocates, and organizations representing
 15 low-income communities, to assist with the development of the
 16 policies, rules, or regulations.

17 (2) *Costs of the Arrearage Management Program established*
 18 *pursuant to commission Decision 20-06-003 (June 11, 2020),*
 19 *Phase 1 Decision Adopting Rules and Policy Changes to Reduce*
 20 *Residential Customer Disconnections for the Larger*
 21 *California-Jurisdictional Energy Utilities, shall be allocated from*
 22 *the Public Utilities Public Purpose Programs Fund established*
 23 *in Section 318.*

24 (3) *Costs of a Percentage of Income Payment Plan pilot program*
 25 *established pursuant to commission Decision 21-10-012 (October*
 26 *7, 2021), Decision Authorizing Percentage of Income Payment*
 27 *Plan Pilot Programs, shall be allocated from the Public Utilities*
 28 *Public Purpose Programs Fund established in Section 318.*

29 (b) (1) In each gas and electrical corporation general rate case,
 30 the commission shall do both of the following:

31 (A) Designate the impact of any proposed increase in rates on
 32 disconnections for nonpayment as an issue in the scope of the
 33 proceeding.

34 (B) Conduct an assessment of and properly identify the impact
 35 of any proposed increase in rates on disconnections for
 36 nonpayment, which shall be included in the record of the
 37 proceeding.

38 (2) The commission shall adopt residential utility disconnections
 39 for nonpayment as a metric and incorporate the metric into each
 40 gas and electrical corporation general rate case.

1 SEC. 13. Section 739.3 of the Public Utilities Code is amended
2 to read:

3 739.3. (a) Subject to direction and supervision by the
4 commission, each electrical corporation and gas corporation shall
5 develop and implement a program of rate assistance to eligible
6 food banks at a fixed percentage to be determined by the
7 commission. The commission may adjust the fixed percentage as
8 appropriate. The funding source for the *gas* rate assistance program
9 is *the surcharge on all natural gas imposed pursuant to Section*
10 *890, and the amount of that funding shall be* subject to the approval
11 of the commission. *Funding for the electric rate assistance*
12 *program is through the Public Utilities Public Purpose Programs*
13 *Fund.*

14 (b) The Legislature encourages the governing board of each
15 local publicly owned electric utility to develop and implement a
16 program of rate assistance to eligible food banks at a fixed
17 percentage, to be determined by the governing board, but consistent
18 with that fixed by the commission for electrical corporations.

19 (c) For purposes of this section, the following terms have the
20 following meanings:

21 (1) “Eligible food bank” means a qualified eligible recipient
22 agency that has executed an agreement with the State Department
23 of Social Services in order to participate in The Emergency Food
24 Assistance Program administered by the Food and Nutrition Service
25 of the United States Department of Agriculture.

26 (2) “Eligible recipient agency” has the same meaning as defined
27 in Section 251.3(d) of Title 7 of the Code of Federal Regulations.

28 (3) “Agreement” means an agreement executed in compliance
29 with Section 251.2 of Title 7 of the Code of Federal Regulations.

30 SEC. 14. Section 2788 of the Public Utilities Code is amended
31 to read:

32 2788. (a) The commission shall allow for purposes of setting
33 the rates of ~~any electrical or a~~ gas corporation participating in a
34 home insulation assistance and financing program all expenses
35 ~~which~~ *that* the commission finds are reasonably related to the
36 implementation and administration of the program, including
37 commercial advertising. The commission may disapprove ~~any~~
38 ~~such~~ advertising or ~~promotion~~ *which promotional expenses that*
39 the commission finds ~~is~~ *are* not reasonably designed to promote
40 the success of the home insulation financial assistance program.

1 (b) Using moneys allocated from the Public Utilities Public
 2 Purposes Program Fund, the commission shall reimburse an
 3 electrical corporation participating in a home insulation assistance
 4 and financing program for all expenses that the commission finds
 5 are reasonably related to the implementation and administration
 6 of the program, including commercial advertising. The commission
 7 may disapprove advertising or promotional expenses that the
 8 commission finds are not reasonably designed to promote the
 9 success of the home insulation financial assistance program.

10 SEC. 15. Section 2851 of the Public Utilities Code is amended
 11 to read:

12 2851. (a) In implementing the California Solar Initiative, the
 13 commission shall do all of the following:

14 (1) (A) The commission shall authorize the award of monetary
 15 incentives for up to the first megawatt of alternating current
 16 generated by solar energy systems that meet the eligibility criteria
 17 established by the Energy Commission pursuant to Chapter 8.8
 18 (commencing with Section 25780) of Division 15 of the Public
 19 Resources Code. The commission shall determine the eligibility
 20 of a solar energy system, as defined in Section 25781 of the Public
 21 Resources Code, to receive monetary incentives until the time the
 22 Energy Commission establishes eligibility criteria pursuant to
 23 Section 25782. Monetary incentives shall not be awarded for solar
 24 energy systems that do not meet the eligibility criteria. The
 25 incentive level authorized by the commission shall decline each
 26 year following implementation of the California Solar Initiative,
 27 at a rate of no less than an average of 7 percent per year, and,
 28 except as provided in subparagraph (B), shall be zero as of
 29 December 31, 2016. The commission shall adopt and publish a
 30 schedule of declining incentive levels no less than 30 days in
 31 advance of the first decline in incentive levels. The commission
 32 may develop incentives based upon the output of electricity from
 33 the system, provided those incentives are consistent with the
 34 declining incentive levels of this paragraph and the incentives
 35 apply to only the first megawatt of electricity generated by the
 36 system.

37 (B) The incentive level for the installation of a solar energy
 38 system pursuant to Section 2852 shall be zero as of December 31,
 39 2021.

1 (2) The commission shall adopt a performance-based incentive
 2 program so that by January 1, 2008, 100 percent of incentives for
 3 solar energy systems of 100 kilowatts or greater and at least 50
 4 percent of incentives for solar energy systems of 30 kilowatts or
 5 greater are earned based on the actual electrical output of the solar
 6 energy systems. The commission shall encourage, and may require,
 7 performance-based incentives for solar energy systems of less than
 8 30 kilowatts. Performance-based incentives shall decline at a rate
 9 of no less than an average of 7 percent per year. In developing the
 10 performance-based incentives, the commission may:

11 (A) Apply performance-based incentives only to customer
 12 classes designated by the commission.

13 (B) Design the performance-based incentives so that customers
 14 may receive a higher level of incentives than under incentives
 15 based on installed electrical capacity.

16 (C) Develop financing options that help offset the installation
 17 costs of the solar energy system, provided that this financing is
 18 ultimately repaid in full by the consumer or through the application
 19 of the performance-based rebates.

20 (3) By January 1, 2008, the commission, in consultation with
 21 the Energy Commission, shall require reasonable and cost-effective
 22 energy efficiency improvements in existing buildings as a condition
 23 of providing incentives for eligible solar energy systems, with
 24 appropriate exemptions or limitations to accommodate the limited
 25 financial resources of low-income residential housing.

26 (4) Notwithstanding subdivision (g) of Section 2827, the
 27 commission may develop a time-variant tariff that creates the
 28 maximum incentive for ratepayers to install solar energy systems
 29 so that the system's peak electricity production coincides with
 30 California's peak electricity demands and that ensures that
 31 ratepayers receive due value for their contribution to the purchase
 32 of solar energy systems and customers with solar energy systems
 33 continue to have an incentive to use electricity efficiently. In
 34 developing the time-variant tariff, the commission may exclude
 35 customers participating in the tariff from the rate cap for residential
 36 customers for existing baseline quantities or usage by those
 37 customers of up to 130 percent of existing baseline quantities, as
 38 required by Section 739.9. ~~Nothing in this~~ *This* paragraph
 39 ~~authorizes~~ *does not authorize* the commission to require
 40 time-variant pricing for ratepayers without a solar energy system.

1 (b) Notwithstanding subdivision (a), in implementing the
2 California Solar Initiative, the commission may authorize the award
3 of monetary incentives for solar thermal and solar water heating
4 devices, in a total amount up to one hundred million eight hundred
5 thousand dollars (\$100,800,000).

6 (c) (1) In implementing the California Solar Initiative, the
7 commission shall not allocate more than fifty million dollars
8 (\$50,000,000) to research, development, and demonstration that
9 explores solar technologies and other distributed generation
10 technologies that employ or could employ solar energy for
11 generation or storage of electricity or to offset natural gas usage.
12 Any program that allocates additional moneys to research,
13 development, and demonstration shall be developed in
14 collaboration with the Energy Commission to ensure there is no
15 duplication of efforts, and adopted by the commission through a
16 rulemaking or other appropriate public proceeding. Any grant
17 awarded by the commission for research, development, and
18 demonstration shall be approved by the full commission at a public
19 meeting. This subdivision does not prohibit the commission from
20 continuing to allocate moneys to research, development, and
21 demonstration pursuant to the self-generation incentive program
22 for distributed generation resources originally established pursuant
23 to Chapter 329 of the Statutes of 2000, as modified pursuant to
24 Section 379.6.

25 (2) The Legislature finds and declares that a program that
26 provides a stable source of monetary incentives for eligible solar
27 energy systems will encourage private investment sufficient to
28 make solar technologies cost effective.

29 (d) (1) The commission shall not impose any charge ~~upon~~ *on*
30 the consumption of natural gas, or ~~upon~~ *on* natural gas ratepayers,
31 to fund the California Solar Initiative.

32 (2) Notwithstanding any other ~~provision~~ of law, any charge
33 imposed to fund the program adopted and implemented pursuant
34 to this section shall be imposed upon all customers not participating
35 in the California Alternate Rates for Energy (CARE) or family
36 electric rate assistance (FERA) programs, including those
37 residential customers subject to the rate limitation specified in
38 Section 739.9 for existing baseline quantities or usage up to 130
39 percent of existing baseline quantities of electricity.

1 (3) The costs of the program adopted and implemented pursuant
 2 to this section shall not be recovered from customers participating
 3 in the California Alternate Rates for Energy or CARE-program
 4 established pursuant to Section 739.1, except to the extent that
 5 program costs are recovered out of the nonbypassable system
 6 benefits charge authorized pursuant to Section 399.8. *program.*

7 (e) Except as provided in subdivision (f), in implementing the
 8 California Solar Initiative, the commission shall ensure that the
 9 total cost over the duration of the program does not exceed three
 10 billion five hundred fifty million eight hundred thousand dollars
 11 (\$3,550,800,000). Except as provided in subdivision (f), financial
 12 components of the California Solar Initiative shall consist of the
 13 following:

14 (1) Programs under the supervision of the commission ~~funded~~
 15 ~~by charges collected from customers of and administered by the~~
 16 San Diego Gas and Electric Company, Southern California Edison
 17 Company, ~~and or~~ Pacific Gas and Electric Company. Except as
 18 provided in subdivision (f), the total cost over the duration of these
 19 programs shall not exceed two billion three hundred sixty-six
 20 million eight hundred thousand dollars (\$2,366,800,000) and
 21 includes moneys ~~collected directly into~~ *in* a tracking account for
 22 support of the California Solar Initiative.

23 (2) Programs adopted, implemented, and financed in the amount
 24 of seven hundred eighty-four million dollars (\$784,000,000), by
 25 charges collected by local publicly owned electric utilities pursuant
 26 to Section 2854. ~~Nothing in this~~ *This* subdivision shall *not* give
 27 the commission power and jurisdiction with respect to a local
 28 publicly owned electric utility or its customers.

29 (3) (A) Programs for the installation of solar energy systems
 30 on new construction (New Solar Homes Partnership Program),
 31 administered by the Energy Commission, and funded by charges
 32 in the amount of four hundred million dollars (\$400,000,000),
 33 collected from customers of San Diego Gas and Electric Company,
 34 Southern California Edison Company, and Pacific Gas and Electric
 35 Company. If the commission is notified by the Energy Commission
 36 that funding available pursuant to Section 25751 of the Public
 37 Resources Code for the New Solar Homes Partnership Program
 38 and any other funding for the purposes of this paragraph have been
 39 exhausted, the commission may require an electrical corporation
 40 to continue administration of the program pursuant to the guidelines

1 established for the program by the Energy Commission, until the
 2 funding limit authorized by this paragraph has been reached. The
 3 commission may determine whether a third party, including the
 4 Energy Commission, should administer the utility's continuation
 5 of the New Solar Homes Partnership Program. The commission,
 6 in consultation with the Energy Commission, shall supervise the
 7 administration of the continuation of the New Solar Homes
 8 Partnership Program by an electrical corporation or third-party
 9 administrator. After the exhaustion of funds, the Energy
 10 Commission shall notify the Joint Legislative Budget Committee
 11 30 days ~~prior to~~ *before* the continuation of the program. This
 12 subparagraph shall become inoperative on June 1, 2018.

13 (B) If the commission requires a continuation of the program
 14 pursuant to subparagraph (A), any funding made available pursuant
 15 to the continuation *of the* program shall be encumbered through
 16 the issuance of rebate reservations by no later than June 1, 2018,
 17 and disbursed by no later than December 31, 2021.

18 (4) The changes made to this subdivision by Chapter 39 of the
 19 Statutes of 2012 do not authorize the levy of a charge or any
 20 increase in the amount collected pursuant to any existing charge,
 21 nor do the changes add to, or detract from, the commission's
 22 existing authority to levy or increase charges.

23 (f) Upon the expenditure or reservation in any electrical
 24 corporation's service territory of the amount specified in paragraph
 25 (1) of subdivision (e) for low-income residential housing programs
 26 pursuant to subdivision (c) of Section 2852, the commission shall
 27 authorize the continued collection of the charge for the purposes
 28 of Section 2852. The commission shall ensure that the total amount
 29 collected pursuant to this subdivision does not exceed one hundred
 30 eight million dollars (\$108,000,000). Upon approval by the
 31 commission, an electrical corporation may use amounts collected
 32 pursuant to subdivision (e) for purposes of funding the general
 33 market portion of the California Solar Initiative, that remain
 34 unspent and unencumbered after December 31, 2016, to reduce
 35 the electrical corporation's portion of the total amount collected
 36 pursuant to this subdivision.

37 SEC. 16. No reimbursement is required by this act pursuant to
 38 Section 6 of Article XIII B of the California Constitution because
 39 the only costs that may be incurred by a local agency or school
 40 district will be incurred because this act creates a new crime or

AB 2508

— 28 —

1 infraction, eliminates a crime or infraction, or changes the penalty
2 for a crime or infraction, within the meaning of Section 17556 of
3 the Government Code, or changes the definition of a crime within
4 the meaning of Section 6 of Article XIII B of the California
5 Constitution.

Minute Action

AGENDA ITEM: 4

Date: April 8, 2026

Subject:

Federal Legislative Update

Recommendation:

Receive the April 2026 Federal Legislative Update and provide direction as appropriate, relating to the following:

- Transportation; and
- Council of Governments.

Background:

Fiscal Year 2026 Appropriations Process

As of March 25, 2026, programs funded by the Homeland Security appropriations bill were still in a state of shutdown. Senate Republicans met to discuss a comprise bill that would fund Department of Homeland Security agencies but not deportation resources for Immigration and Customs Enforcement.

Washington, D.C., Advocacy Trip

On March 17, 2026, Board President Rick Denison and Legislative Affairs staff traveled to Washington, D.C., for meetings with congressional representatives and staff members.

Meetings included:

Representative Pete Aguilar

Representative Jay Obernolte

Representative Judy Chu

Representative Norma Torres

Representative Young Kim

Senator Alex Padilla's staff

Senator Adam Schiff's staff

Federal Highway Administration staff

House Transportation & Infrastructure (House T&I) Committee staff

House T&I Subcommittee on Highways and Transit Chairman David Rouzer's staff

President Denison and staff outlined SBCTA's priorities for the reauthorization of the Surface Transportation Act, as well as agency federal funding pursuits.

Upcoming Key 2026 Federal Dates

Week of March 30, anticipated release of President Trump's Proposed Fiscal Year 2027 Budget.

March 30 – April 10, Congressional Spring Recess.

Mid-April / Early May, House to release language and markup bill for reauthorization of the Surface Transportation Act.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Legislative Policy Committee Agenda Item
April 8, 2026
Page 2

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Louis Vidaure, Legislative Analyst

Approved
Legislative Policy Committee
Date: April 8, 2026
Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

**ADDITIONAL
INFORMATION**

LEGISLATIVE POLICY COMMITTEE ATTENDANCE RECORD – 2026

| Name | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|---|------------|------------|--------------|--------------|------------|-------------|-------------|------------|-------------|------------|------------|------------|
| Art Bishop Town of Apple Valley | | X | X | | | | | | | | | |
| Ray Marquez City of Chino Hills | | X | X | | | | | | | | | |
| Frank Navarro City of Colton | | X | X | | | | | | | | | |
| Larry McCallon City of Highland | | X | X | | | | | | | | | |
| John Dutrey City of Montclair | | X | X | | | | | | | | | |
| Alan Wapner City of Ontario | | X | X | | | | | | | | | |
| Rick Denison Town of Yucca Valley | | X | X | | | | | | | | | |
| Jesse Armendarez Board of Supervisors | | | X | | | | | | | | | |
| Joe Baca, Jr Board of Supervisors | | X | X | | | | | | | | | |

Communication: Attendance (Additional Information)

X = member attended meeting. * = alternate member attended meeting Empty box = Did not attend meeting Crossed out box = not a Board Member at the time. Shaded box = No meeting

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist Board Members and partners as they participate in deliberations at Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. Staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

| | |
|----------|--|
| AB | Assembly Bill |
| ACFR | Annual Comprehensive Financial Report |
| ACT | Association for Commuter Transportation |
| ADA | Americans with Disabilities Act |
| APTA | American Public Transportation Association |
| AQMP | Air Quality Management Plan |
| ARRA | American Recovery and Reinvestment Act |
| ATC | San Bernardino County Auditor-Controller/Treasurer/Tax Collector |
| ATMIS | Advanced Transportation Management Information Systems |
| BAT | Barstow Area Transit |
| CALACT | California Association for Coordination Transportation |
| CALCOG | California Association of Councils of Governments |
| CALSAFE | California Committee for Service Authorities for Freeway Emergencies |
| CAMP | California Asset Management Program |
| CARB | California Air Resources Board |
| CEQA | California Environmental Quality Act |
| CMAQ | Congestion Mitigation and Air Quality |
| CMIA | Corridor Mobility Improvement Account |
| CMP | Congestion Management Program |
| CNG | Compressed Natural Gas |
| COG | Council of Governments |
| CPUC | California Public Utilities Commission |
| CSAC | California State Association of Counties |
| CTA | California Transit Association |
| CTC | California Transportation Commission or County Transportation Commission |
| CTP | Comprehensive Transportation Plan |
| DBE | Disadvantaged Business Enterprise |
| DOT | Department of Transportation |
| EA | Environmental Assessment |
| E&D | Elderly and Disabled |
| E&H | Elderly and Handicapped |
| EIR | Environmental Impact Report (California) |
| EIS | Environmental Impact Statement (Federal) |
| EPA | Environmental Protection Agency |
| ERP | Enterprise Resource Planning |
| FHWA | Federal Highway Administration |
| FSP | Freeway Service Patrol |
| FRA | Federal Railroad Administration |
| FTA | Federal Transit Administration |
| FTIP | Federal Transportation Improvement Program |
| GAAP | Generally Accepted Accounting Principals |
| GA Dues | General Assessment Dues |
| GASB | Governmental Accounting Standards Board |
| GFOA | Government Finance Officers Association |
| GIS | Geographic Information Systems |
| HOV | High-Occupancy Vehicle |
| ICAP | Indirect Cost Allocation Plan |
| IEEP | Inland Empire Economic Partnership |
| IREN | Inland Regional Energy Network |
| ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 |
| IIP/ITIP | Interregional Transportation Improvement Program |
| ITOC | Independent Taxpayer Oversight Committee |
| ITS | Intelligent Transportation Systems |
| IVDA | Inland Valley Development Agency |

Acronym List

| | |
|---------|--|
| LACMTA | Los Angeles County Metropolitan Transportation Authority |
| LAIF | Local Agency Investment Fund |
| LAPM | Local Assistance Procedures Manual - Caltrans |
| LNG | Liquefied Natural Gas |
| LTF | Local Transportation Funds |
| MARTA | Mountain Area Regional Transportation Authority |
| MBTA | Morongo Basin Transit Authority |
| MDAB | Mojave Desert Air Basin |
| MDAQMD | Mojave Desert Air Quality Management District |
| MOU | Memorandum of Understanding |
| MPO | Metropolitan Planning Organization |
| MSRC | Mobile Source Air Pollution Reduction Review Committee |
| NAT | Needles Area Transit |
| NEPA | National Environmental Policy Act |
| OA | Obligation Authority |
| OCTA | Orange County Transportation Authority |
| ONT | Ontario International Airport |
| PACE | Property Assessed Clean Energy |
| PA/ED | Project Approval and Environmental Document |
| PASTACC | Public and Specialized Transportation Advisory and Coordinating Council |
| PDT | Project Development Team |
| PNRS | Projects of National and Regional Significance |
| PPM | Planning, Programming and Monitoring Funds |
| PS&E | Plans, Specifications and Estimates |
| PSR | Project Study Report |
| PTA | Public Transportation Account |
| PTC | Positive Train Control |
| PTMISEA | Public Transportation Modernization, Improvement and Service Enhancement Account |
| RCTC | Riverside County Transportation Commission |
| RDA | Redevelopment Agency |
| RFP | Request for Proposal |
| RIP | Regional Improvement Program |
| RSTIS | Regionally Significant Transportation Investment Study |
| RTIP | Regional Transportation Improvement Program |
| RTP | Regional Transportation Plan |
| RTPA | Regional Transportation Planning Agencies |
| SB | Senate Bill |
| SAFE | Service Authority for Freeway Emergencies |
| SBCERA | San Bernardino County Employees' Retirement Association |
| SCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCCP | Solutions for Congested Corridors Program |
| SCRRA | Southern California Regional Rail Authority |
| SHA | State Highway Account |
| SHOPP | State Highway Operations and Protection Program |
| SRTP | Short Range Transit Plan |
| SGR | State of Good Repair Funds |
| STA | State Transit Assistance Funds |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Block Grant Program |
| TAC | Technical Advisory Committee |
| TCEP | Trade Corridor Enhancement Program |
| TCIF | Trade Corridor Improvement Fund |
| TCM | Transportation Control Measure |
| TCRP | Traffic Congestion Relief Program |
| TDA | Transportation Development Act |
| TIFIA | Transportation Infrastructure Finance and Innovation Act |
| TIRCP | Transit and Intercity Rail Capital Program |
| TMC | Transportation Management Center |

Acronym List

| | |
|-------|--|
| TMEE | Traffic Management and Environmental Enhancement |
| TSM | Transportation Systems Management |
| UAAL | Unfunded Actuarial Accrued Liability |
| USFWS | United States Fish and Wildlife Service |
| VMT | Vehicle Miles Traveled |
| VCTC | Ventura County Transportation Commission |
| VVTA | Victor Valley Transit Authority |
| WRCOG | Western Riverside Council of Governments |



MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019