



AGENDA

Legislative Policy Committee Meeting

May 13, 2026

9:30 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

**May 13, 2026
9:30 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.

DISCUSSION ITEMS

Discussion - Legislative/Public Outreach

2. State Legislative Update

Pg. 9

A. Receive the May 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. Federal Legislative Update

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Receive the May 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

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Acronym List

Pg. 53

Mission Statement

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The next Legislative Policy Committee meeting is scheduled for June 10, 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: May 13, 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
		None	

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: May 13, 2026

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: May 13, 2026

Subject:

State Legislative Update

Recommendation:

A. Receive the May 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

The month of April 2026 was consumed by lengthy policy committee hearings in both the Senate and Assembly, to meet their legislative deadlines. The deadline for bills in the first house to be passed out of their respective policy committees if the bills had a fiscal impact to the state was April 24, 2026. Therefore, the days leading up to that deadline saw hundreds of bills move through committees.

For bills that were referred to more than one policy committee, there was a quick turnaround from one hearing to the next. Once advanced out of the policy committee stage, legislation moved to the respective Appropriations Committee for a debate on the fiscal aspects of the bill.

The month of May 2026 will be focused on these fiscal issues, including a hearing on the Suspense File – where bills with a larger price tag are often held in Committee. There will be a significant reduction in the overall number of bills that are moving after the suspense hearings in the Senate and Assembly. This all leads up to the House of Origin deadline on May 29, 2026. This date marks the halfway point for bills and is the last day for each chamber to pass bills introduced in that house.

Upcoming Legislative Deadlines:

- | | |
|-------------------|---|
| May 1, 2026 - | Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house. |
| May 8, 2026 - | Last day for policy committees to meet prior to June 1, 2026. |
| May 15, 2026 - | 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, 2026. |
| May 26-29, 2026 - | Floor session only. |
| May 29, 2026 - | Last day for each house to pass bills introduced in that house. |
| June 1, 2026 - | Policy committee meetings may resume. |

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

California Budget:

On April 1, 2026, the Legislative Analyst’s Office published an “Income Tax Withholding Tracker”. In the article, they stated that California's income tax withholding for March 2026 came in at \$11.5 billion, just slightly above budget projections and 12% higher than the same month last year, largely driven by a rebound in Broadcom stock that boosted Restricted Stock Unit payouts to employees by corporations. While withholding remains a bright spot for state revenue, growth has slowed from around 10% to roughly 7% on a trailing 12-month basis, with the first three months of 2026 showing a more modest 4.3% year-over-year increase.

On April 14, 2026, Governor Gavin Newsom told Assembly Democrats to expect more budget cut proposals, on top of those enacted in last year’s budget and those the Governor already proposed in January 2026. One lawmaker said the governor is “going to be firm on not leaving a deficit.” “My obligation is to also have the back of the next governor and the next Legislature,” Newsom said.

On April 16, 2026, California’s Senate Democrats released their state budget plan, “Foundation for the Future,” which aims to grow the state’s rainy day fund, rejects some cuts budgeted by the Governor, and increases funding of education, housing, and other programs. The Senate plan aims for a “balanced approach” to reduce future annual deficits with several billion dollars per year of new special fund revenues to be paid by certain large businesses and several billion dollars of additional cuts, “specifics [of which]...will be developed through the budget process.”

As of April 15, 2026, April tax collections are proceeding satisfactorily. April 2026 collections are very important in determining what revenues will be included in the May Budget Revision and the annual State Budget in June 2026.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027.

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: May 13, 2026

Witnessed By:

ATTACHMENT A

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
LEGISLATIVE BILL POSITIONS - May 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
AB 1678 (Harabedian)	Would create the Claremontclair Construction Authority to build Metro A Line to City of Montclair.	Failed policy committee deadline. Dead for this year. (4/20/26)	Oppose	4/1/2026
AB 1708 (Solache)	Would expand funding to cities with populations under 300,000 through the State's Homeless Housing, Assistance, and Prevention Grant Program.	Passed out of Assembly Housing & Community Development Committee and Assembly Human Services Committee, referred to Assembly Appropriations Committee. (4/23/2026)	Support	4/8/2026
AB 2002 (Solache)	Would codify the Regional Early Action Planning 1.0 funding program.	Passed out of Assembly Housing & Community Development Committee and referred to Assembly Appropriations Suspense file. (4/22/2026)	Support	4/8/2026
AB 2059 (Wilson)	Would determine transportation projects in designated nonmetrololitan counties would have less than significant transportation impacts pursuant to the vehicle miles travelled metric in CEQA.	Passed out of Assembly Natural Resources Committee and referred to Assembly Appropriations Committee. (4/20/2026)	Support	4/8/2026

Attachment: Bill position matrix 5-26 (12075 : State Legislative Update)

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

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 2267 (Garcia)	Would establish statewide suicide-prevention design standards for new bridge construction and major rehabilitation projects.	Passed out of Assembly Transportation Committee and referred to Assembly Appropriations Committee. (4/20/2026)	Support	4/8/2026
AB 2508 (Hoover)	Would establish the Public Utilities Public Purpose Programs Fund within the GGRF to fund energy efficiency programs and remove public purpose program funding from utility bills.	Passed out of Assembly Utilities & Energy Committee and referred to Assembly Appropriations Committee. (4/8/2026)	Oppose	4/8/2026
AB 2560 (Shultz)	Would codify the guiding principles of the Climate Action Plan for Transportation Infrastructure.	Passed out of Assembly Transportation Committee and referred to Assembly Appropriations Committee. (4/20/2026)	Oppose	4/8/2026

Attachment: Bill position matrix 5-26 (12075 : State Legislative Update)

ATTACHMENT B



SBCTA Bill Report
5/5/2026

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

Current Text: 05/05/2025 - Amended [HTML](#) [PDF](#)

Introduced: 12/02/2024

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)



Summary: 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). Current law requires the commission to publish, or cause to be published, editions of the code in its entirety once every 3 years. Current 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. Current 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. (Based on 05/05/2025 text)

Analysis:

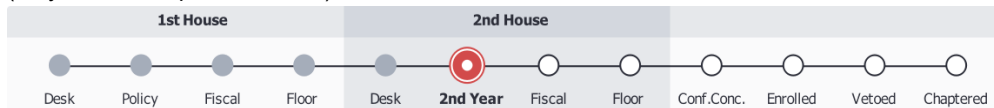
07/11/25 [S Appropriations](#) (text 05/05/25)

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

Current Text: 12/02/2024 - Introduced [HTML](#) [PDF](#)

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)



Summary: 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. (Based on 12/02/2024 text)

Analysis:

06/26/25 [S Housing](#) (text 12/02/24)

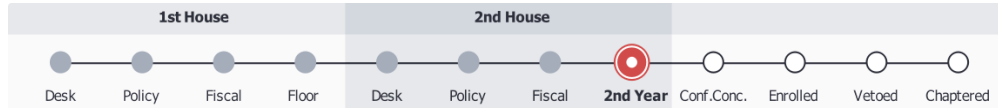
Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

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

Current Text: 06/30/2025 - Amended [HTML](#) [PDF](#)

Introduced: 12/02/2024

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)



Summary: 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. (Based on 06/30/2025 text)

Analysis:

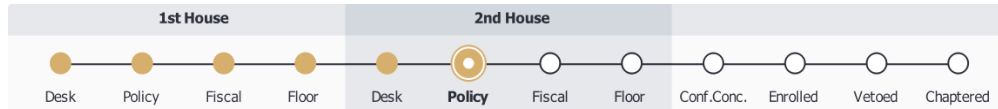
08/29/25 [S Floor Analyses](#) (text 06/30/25)

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

Current Text: 09/11/2025 - Amended [HTML](#) [PDF](#)

Introduced: 12/10/2024

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.



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. Current 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)

Analysis:

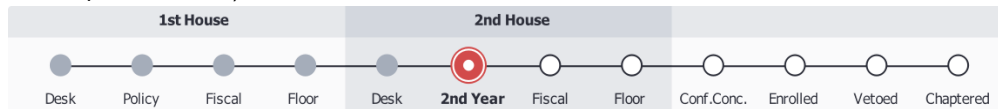
06/02/25 [A Floor Analysis](#) (text 06/02/25)

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

Current Text: 04/21/2025 - Amended [HTML](#) [PDF](#)

Introduced: 01/16/2025

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)



Summary: 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. Current 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. Current 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. Current 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. (Based on 04/21/2025 text)

Analysis:

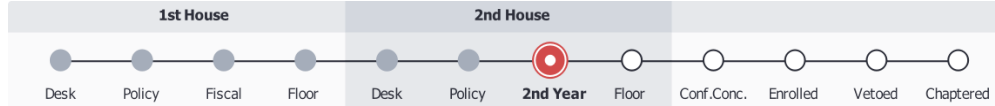
04/23/25 [A Floor Analysis](#) (text 04/21/25)

AB 261 (Quirk-Silva, D) Fire safety: fire hazard severity zones: State Fire Marshal.

Current Text: 07/10/2025 - Amended [HTML](#) [PDF](#)

Introduced: 01/16/2025

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)



Summary: Current 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. Current 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. Current 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. (Based on 07/10/2025 text)

Analysis:

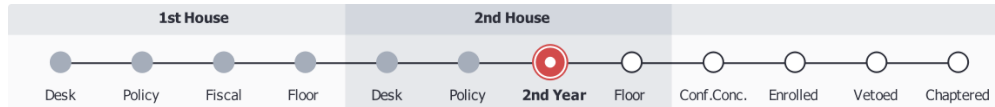
08/15/25 [S Appropriations](#) (text 07/10/25)

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

Current Text: 06/02/2025 - Amended [HTML](#) [PDF](#)

Introduced: 01/17/2025

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)



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. (Based on 06/02/2025 text)

Analysis:

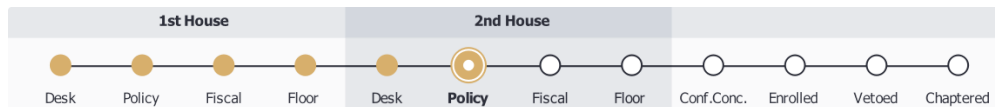
06/27/25 [S Appropriations](#) (text 06/02/25)

AB 306 (Schultz, D) Building regulations: state building standards.

Current Text: 06/23/2025 - Amended [HTML](#) [PDF](#)

Introduced: 01/23/2025

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.



Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

Summary: Current law establishes the Department of Housing and Community Development (department) in the Business, Consumer Services, and Housing Agency. The California Building Standards Law establishes the California Building Standards Commission (commission) within the Department of General Services. Current law requires the commission to approve and adopt building standards and to codify those standards in the California Building Standards Code (code). The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. Current 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. Current law authorizes any city or county to make changes in those building standards that are published in the code, including to green building standards. Current 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. (Based on 06/23/2025 text)

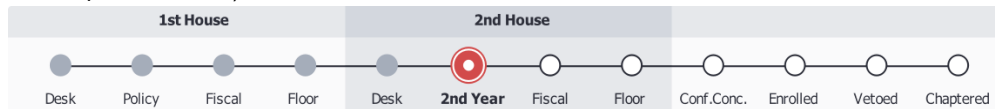
Analysis:
03/21/25 [A Floor Analysis](#) (text 03/12/25)

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

Current Text: 04/29/2025 - Amended [HTML](#) [PDF](#)

Introduced: 01/24/2025

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)



Summary: The California Environmental Quality Act (CEQA) 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. Current 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. (Based on 04/29/2025 text)

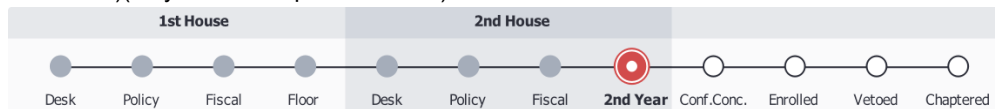
Analysis:
05/15/25 [A Floor Analysis](#) (text 04/29/25)

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

Current Text: 07/17/2025 - Amended [HTML](#) [PDF](#)

Introduced: 01/28/2025

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)



Summary: Current 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. Current 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. (Based on 07/17/2025 text)

Analysis:

08/14/25 **S Floor Analyses** (text 07/17/25)

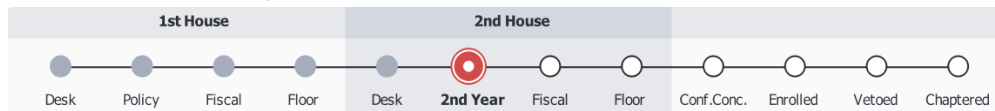
Priority: 1

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

Current Text: 04/30/2025 - Amended **HTML PDF**

Introduced: 02/05/2025

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)



Summary: 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. Current 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, the development of a 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. Current 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. (Based on 04/30/2025 text)

Analysis:

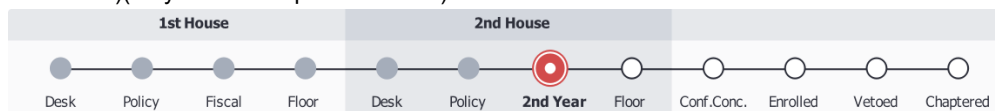
07/03/25 **S Transportation** (text 04/30/25)

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

Current Text: 02/06/2025 - Introduced **HTML PDF**

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)



Summary: Current 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. Current 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. (Based on 02/06/2025 text)

Analysis:

07/11/25 **S Appropriations** (text 02/06/25)

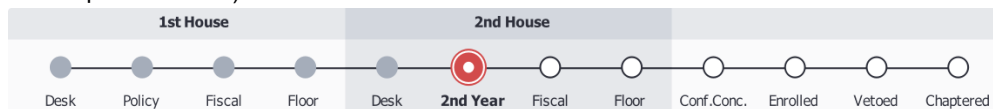
AB 467 (Fong, D) Open meetings: teleconferences: neighborhood councils.

Current Text: 04/21/2025 - Amended **HTML PDF**

Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

Introduced: 02/06/2025

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)



Summary: 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. Current 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. (Based on 04/21/2025 text)

Analysis:

04/23/25 [A Floor Analysis](#) (text 04/21/25)

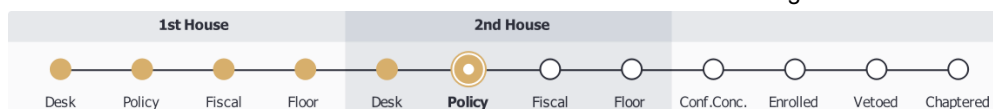
AB 609

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

Current Text: 05/05/2025 - Amended [HTML](#) [PDF](#)

Introduced: 02/13/2025

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



Summary: The California Environmental Quality Act (CEQA) 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 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. (Based on 05/05/2025 text)

Analysis:

05/15/25 [A Floor Analysis](#) (text 05/05/25)

Priority: 1

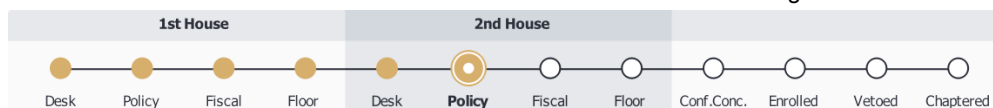
AB 698

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

Current Text: 06/02/2025 - Amended [HTML](#) [PDF](#)

Introduced: 02/14/2025

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



Summary: Current 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. (Based on 06/02/2025 text)

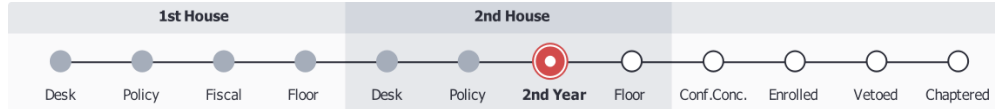
Analysis:
06/02/25 **A Floor Analysis** (text 06/02/25)

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

Current Text: 07/14/2025 - Amended **HTML PDF**

Introduced: 02/14/2025

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)



Summary: 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)

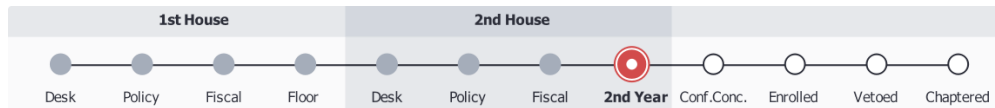
Analysis:
08/15/25 **S Appropriations** (text 07/14/25)

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

Current Text: 09/09/2025 - Amended **HTML PDF**

Introduced: 02/18/2025

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)



Summary: Current 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 things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Current 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. Current 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. (Based on 09/09/2025 text)

Analysis:
09/10/25 **S Local Government** (text 09/09/25)

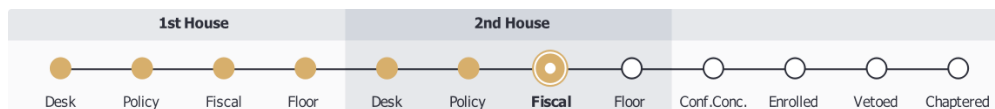
Priority: 1

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

Current Text: 04/10/2025 - Amended **HTML PDF**

Introduced: 02/18/2025

Status: 04/22/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (April 21). Re-referred to Com. on APPR.



Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

Summary: 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. (Based on 04/10/2025 text)

Analysis:
04/16/26 **S Housing** (text 04/10/25)

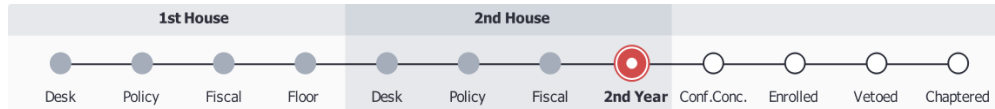
Priority: 1

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

Current Text: 07/16/2025 - Amended [HTML](#) [PDF](#)

Introduced: 02/18/2025

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)



Summary: The Subdivision Map 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. Current 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. Current 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 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. (Based on 07/16/2025 text)

Analysis:
08/20/25 **S Floor Analyses** (text 07/16/25)

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

Current Text: 06/25/2025 - Amended [HTML](#) [PDF](#)

Introduced: 02/19/2025

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)



Summary: 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 of Transportation, 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)

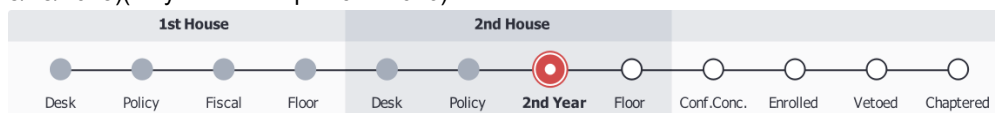
Analysis:
08/22/25 **S Appropriations** (text 06/25/25)

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

Current Text: 07/10/2025 - Amended [HTML](#) [PDF](#)

Introduced: 02/19/2025

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)



Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

Summary: Current 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. Current 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. Current 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. (Based on 07/10/2025 text)

Analysis:

08/16/25 **S Appropriations** (text 07/10/25)

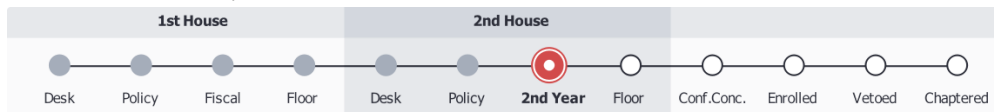
Priority: 1

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

Current Text: 06/23/2025 - Amended [HTML](#) [PDF](#)

Introduced: 02/19/2025

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)



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. Current 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 include the 2nd analysis in their housing elements. (Based on 06/23/2025 text)

Analysis:

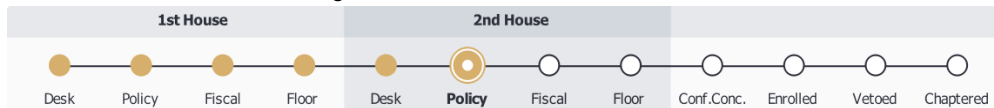
06/26/25 **S Housing** (text 04/21/25)

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

Current Text: 01/15/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/19/2025

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.



Summary: 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. Current 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. (Based on 01/15/2026 text)

Analysis:

01/23/26 **A Floor Analysis** (text 01/15/26)

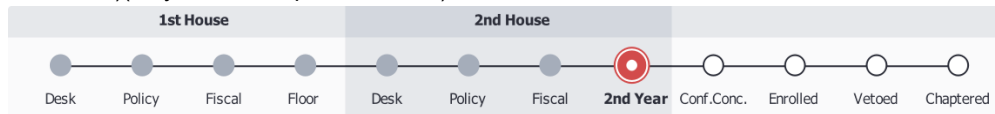
AB 954 (Bennett, D) Interregional transportation strategic plan: bicycle highways.

Current Text: 06/30/2025 - Amended [HTML](#) [PDF](#)

Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

Introduced: 02/20/2025

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)



Summary: Current law requires transportation projects included in the interregional transportation improvement program (ITIP) to be consistent with the interregional transportation strategic plan (ITSP). Current law requires the Department of Transportation to submit the ITSP to the California Transportation 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)

Analysis:

08/20/25 **S Floor Analyses** (text 06/30/25)

Priority: 1

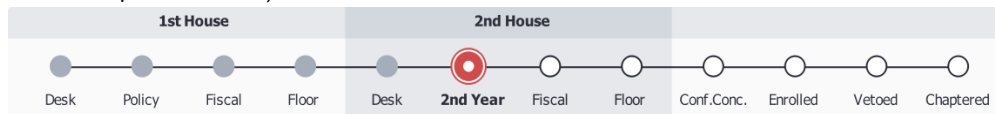
AB 956

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

Current Text: 03/17/2025 - Amended **HTML PDF**

Introduced: 02/20/2025

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)



Summary: Current 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)

Analysis:

05/15/25 **A Floor Analysis** (text 03/17/25)

AB 1206

(Harabedian, D) Single-family and multifamily housing units: preapproved plans.

Current Text: 08/18/2025 - Amended **HTML PDF**

Introduced: 02/21/2025

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)



Summary: 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. Current 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

Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

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. (Based on 08/18/2025 text)

Analysis:

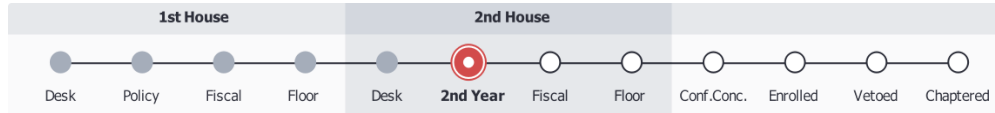
08/22/25 **S Appropriations** (text 08/18/25)

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

Current Text: 05/29/2025 - Amended [HTML](#) [PDF](#)

Introduced: 02/21/2025

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)



Summary: 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)

Analysis:

04/29/25 **A Floor Analysis** (text 04/23/25)

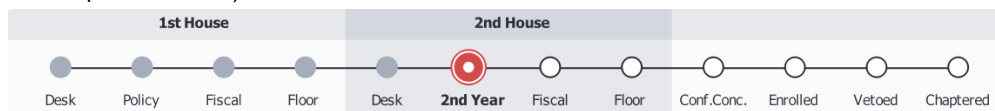
Priority: 1

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

Current Text: 04/23/2025 - Amended [HTML](#) [PDF](#)

Introduced: 02/21/2025

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)



Summary: The California Environmental Quality Act (CEQA) 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 current 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. Current 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)

Analysis:

05/28/25 **A Floor Analysis** (text 04/23/25)

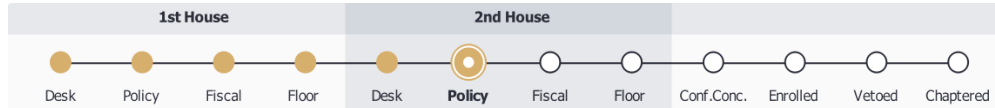
Priority: 1

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

Current Text: 04/28/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/21/2025

Status: 04/28/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L. GOV.



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, except with respect to applications for housing development projects located in certain jurisdictions, 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, 2027, 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, 2027, a city, county, or city and county to accept an application submitted on the standardized application form. (Based on 04/28/2026 text)

Analysis:

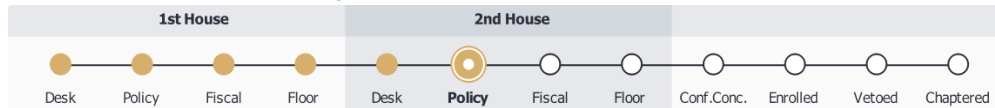
06/26/25 [S Housing](#) (text 06/12/25)

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

Current Text: 01/05/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/21/2025

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.



Summary: Current 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. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current 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. (Based on 01/05/2026 text)

Analysis:

01/23/26 [A Floor Analysis](#) (text 01/05/26)

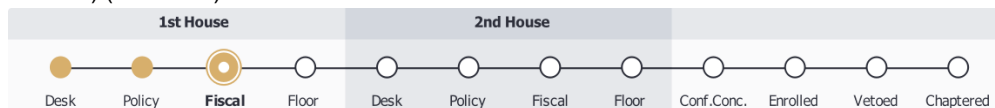
Priority: 1

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

Current Text: 01/16/2026 - Introduced [HTML](#) [PDF](#)

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.



Summary: Would require the Department of Transportation 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. (Based on 01/16/2026 text)

Analysis:

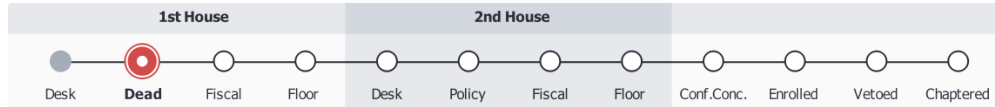
03/20/26 **A Transportation** (text 01/16/26)

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

Current Text: 03/19/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/02/2026

Status: 04/23/2026 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was L. GOV. on 4/13/2026)



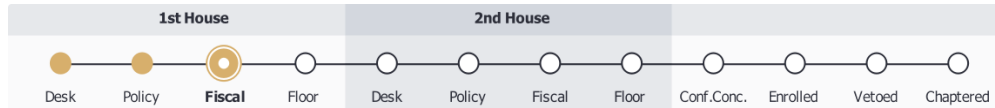
Summary: Existing law creates the Metro Gold Line Foothill Extension Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of a light rail project extending from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the 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. (Based on 03/19/2026 text)

AB 1708 (Solache, D) Homeless Housing, Assistance, and Prevention program: round 8: smaller jurisdictions.

Current Text: 04/06/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/04/2026

Status: 04/23/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 23). Re-referred to Com. on APPR.



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. To be eligible for round 5 or round 6 base program allocation, existing law requires a jurisdiction that is not a tribe to apply as part of a region and be signatory to a regionally coordinated homelessness action plan that meets specified requirements. This bill would apply to the allocation of funding available under round 8 of the program and require a round 8 regionally coordinated homelessness action plan to include certain components, including a description of programs and interventions provided by smaller jurisdictions, as defined, that serve the objects and goals of the program, as specified. (Based on 04/06/2026 text)

Analysis:

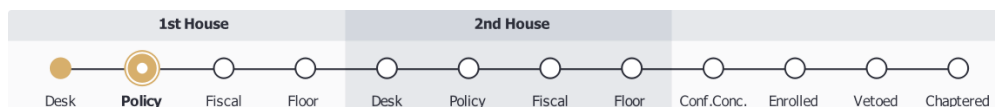
04/21/26 **A Human Services** (text 04/06/26)

AB 1745 (Gonzalez, Jeff, R) Motor Vehicle Fuel Tax Law: suspension of tax.

Current Text: 02/09/2026 - Introduced [HTML](#) [PDF](#)

Introduced: 02/09/2026

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



Summary: The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon.

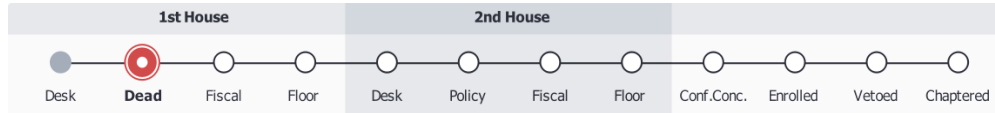
Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. (Based on 02/09/2026 text)

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

Current Text: 03/19/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/09/2026

Status: 04/23/2026 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was L. GOV. on 3/16/2026)



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. (Based on 03/19/2026 text)

Analysis:

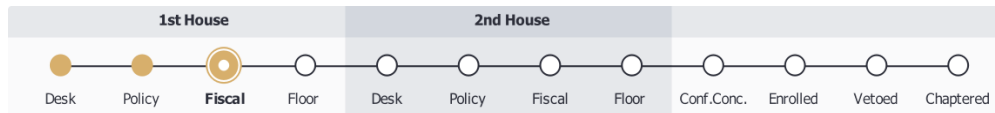
04/14/26 [A Local Government](#) (text 03/19/26)

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

Current Text: 03/12/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/10/2026

Status: 04/23/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (April 22). Re-referred to Com. on APPR.



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. (Based on 03/12/2026 text)

Analysis:

04/21/26 [A Local Government](#) (text 03/12/26)

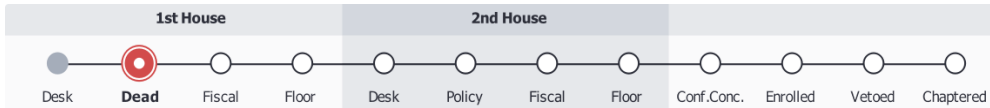
AB 1791 (Sanchez, R) State Air Resources Board: South Coast Air Quality Management District: regulations: prohibition: costs.

Current Text: 02/10/2026 - Introduced [HTML](#) [PDF](#)

Introduced: 02/10/2026

Status: 04/23/2026 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was NAT. RES. on 2/23/2026)

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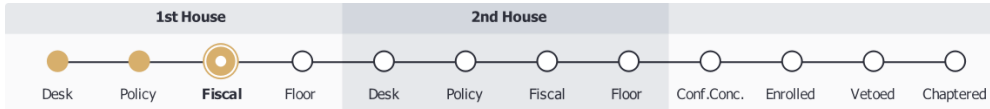
Summary: Would prohibit the State Air Resources Board from adopting any regulation or rule that would add more than \$0.02 to the cost of a gallon of gasoline or add \$2,000 or more to the cost to build any home. The bill would require the state board to submit data to the relevant policy committees of the Legislature that demonstrates how a proposed regulation is compliant with this prohibition. (Based on 02/10/2026 text)

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

Current Text: 02/10/2026 - Introduced [HTML](#) [PDF](#)

Introduced: 02/10/2026

Status: 04/23/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 10. Noes 0.) (April 22). Re-referred to Com. on APPR.



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. Current 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. Current 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. Current 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)

Analysis:

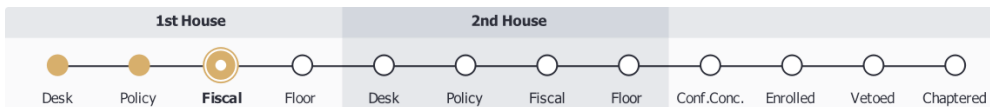
04/21/26 [A Local Government](#) (text 02/10/26)

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

Current Text: 04/22/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/10/2026

Status: 04/23/2026 - Re-referred to Com. on APPR.



Summary: 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, the removal of no more than 10, or the trimming of, western Joshua trees by an owner of an existing single-family residence if the western Joshua trees are within 30 feet of the existing 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 existing single-family residence. (Based on 04/22/2026 text)

Analysis:

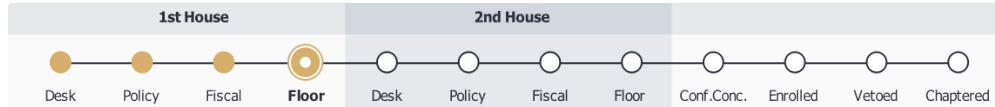
04/17/26 [A Natural Resources](#) (text 04/16/26)

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

Current Text: 04/06/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/11/2026

Status: 04/23/2026 - Read second time. Ordered to third reading.



Summary: 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. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, as defined. This bill would instead require each agency to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person as described above within 10 business days of a request for a copy of records. (Based on 04/06/2026 text)

Analysis:

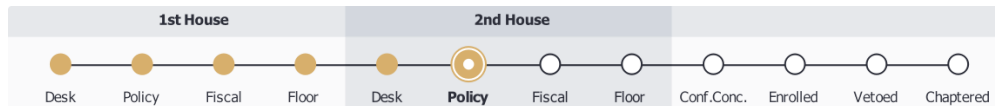
04/24/26 [A Floor Analysis](#) (text 04/06/26)

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

Current Text: 04/06/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/11/2026

Status: 04/20/2026 - Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.



Summary: Would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, 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 04/06/2026 text)

Analysis:

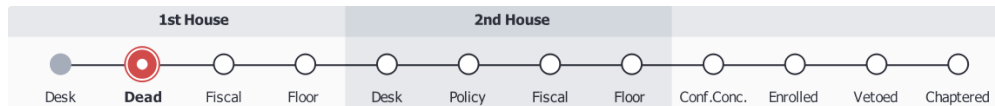
04/08/26 [A Floor Analysis](#) (text 04/06/26)

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

Current Text: 02/11/2026 - Introduced [HTML](#) [PDF](#)

Introduced: 02/11/2026

Status: 04/23/2026 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was NAT. RES. on 2/23/2026)



Summary: The California Environmental Quality Act (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. (Based on 02/11/2026 text)

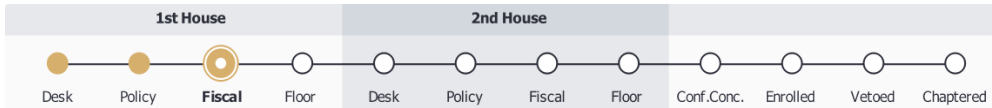
AB 1859 (Ortega, D) Public works.

Current Text: 02/11/2026 - Introduced [HTML](#) [PDF](#)

Introduced: 02/11/2026

Status: 04/22/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.

Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)



Summary: Current 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. Current 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. Current 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. Current 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. Current 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. (Based on 02/11/2026 text)

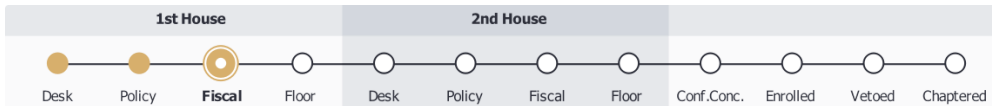
Analysis:
04/20/26 [A Appropriations](#) (text 02/11/26)

AB 1881 (Ramos, D) California Indian Freedom Act of 2026.

Current Text: 04/16/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/12/2026

Status: 04/20/2026 - Re-referred to Com. on APPR.



Summary: Existing law establishes various protections for California Native American tribes, including prohibiting a public agency or private party using or occupying public property or operating on public property from interfering with the free expression or exercise of Native American religion as provided in the United States Constitution and the California Constitution. Existing law also requires a local government to provide formal notification to each California Native American tribe that is traditionally and culturally affiliated with the project site as an invitation to consult on the proposed project, as provided. Existing law requires the local government, during the consultation, to give deference to the tribal information, tribal knowledge and customs, and the significance of the resource to the California Native American tribe. Existing law prohibits any information, as described, that is submitted by a California Native American tribe during the environmental review process from being included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, as specified, without the prior consent of the tribe that provided the information. This bill, the California Indian Freedom Act of 2026, would prohibit a governmental agency from substantially burdening a California Indian or California Native American tribe’s exercise of religious beliefs or spiritual practices on state public lands, including their access to and use of sacred sites and objects, and their ability to perform religious ceremonies and rites, even if the burden results from a rule of general applicability, unless the governmental agency demonstrates that application of the burden is in furtherance of a compelling governmental interest and is in the least restrictive means of furthering that interest. The bill would authorize a California Indian or tribe to assert a violation of these provisions as a claim or defense in any judicial or administrative proceeding, as specified. The bill would require a governmental agency to allow California Indians access to sacred sites on state public lands, as specified. (Based on 04/16/2026 text)

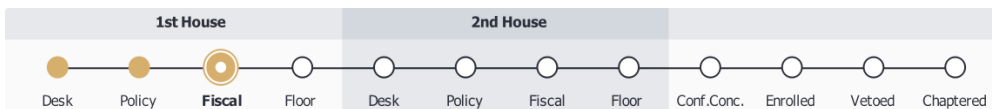
Analysis:
04/10/26 [A Judiciary](#) (text 04/08/26)

AB 1903 (Wicks, D) Construction defects.

Current Text: 04/23/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/12/2026

Status: 04/27/2026 - Re-referred to Com. on APPR.



Summary: Existing law specifies the rights and requirements of a homeowner to bring an action for construction defects, including applicable standards for home construction, the statute of limitations, the burden of proof, the

Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

damages recoverable, and detailed prelitigation procedures. This bill would establish an alternative process for certified buildings, as established by the bill, and would provide that the bill's provisions only apply to condominium projects and townhouse developments constructed on or after January 1, 2027. The bill would authorize a builder to obtain a certified building status for a building by undergoing private inspection, repairs, and reinspection during construction, as provided. The bill would prohibit future challenges to the status of the building as a certified building once certified. The bill would authorize the builder of a certified building to establish its own process for handling postconstruction claims. The bill would specify that a builder has a complete and unrestricted right to inspect and repair a certified building at times mutually agreed upon by the builder and claimant and within timeframes established by the builder. If a claimant refuses the offer of repair or prevents, restricts, delays, or frustrates access for more than 7 days from the mutually agreed upon day, the bill would deem the builder to have received a release. (Based on 04/23/2026 text)

Analysis:

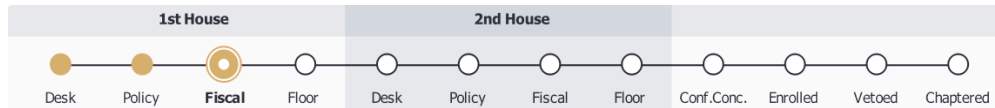
04/18/26 **A Judiciary** (text 03/19/26)

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

Current Text: 04/27/2026 - Amended **HTML PDF**

Introduced: 02/17/2026

Status: 04/28/2026 - Re-referred to Com. on APPR.



Summary: The California Environmental Quality Act (CEQA) 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. The Permit Streamlining Act sets forth various procedures for the review and approval of development project applications. Among other things, the act requires a public agency that is the lead agency for a development project to approve or disapprove the project within a specified period of time, which varies depending on the project's phase in the CEQA process. This bill would additionally require approval or disapproval of a housing development project within 30 days from the date of certification by the lead agency of the environmental impact report (EIR), if the EIR is prepared pursuant to specified provisions of CEQA if certain other conditions are met. By imposing additional duties on local agencies, the bill would impose a state-mandated local program. (Based on 04/27/2026 text)

Analysis:

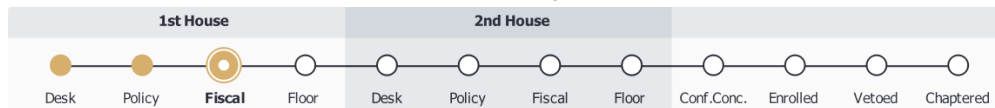
04/20/26 **A Housing And Community Development** (text 04/16/26)

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

Current Text: 02/17/2026 - Introduced **HTML PDF**

Introduced: 02/17/2026

Status: 04/22/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.



Summary: 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. Current 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. (Based on 02/17/2026 text)

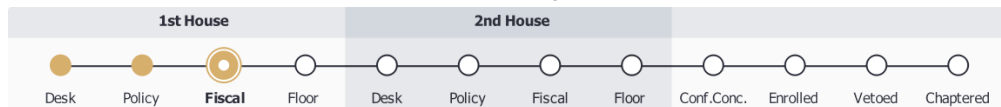
Analysis:
04/20/26 **A Appropriations** (text 02/17/26)

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

Current Text: 02/17/2026 - Introduced **HTML PDF**

Introduced: 02/17/2026

Status: 04/29/2026 - In committee: Set, first hearing. Referred to APPR. suspense file.



Summary: Current 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. Current law sets forth various general powers of the 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)

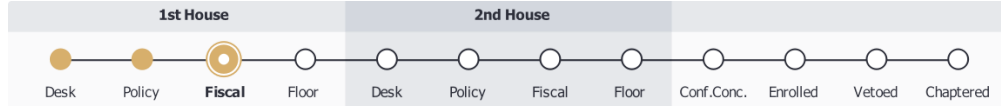
Analysis:
04/27/26 **A Appropriations** (text 02/17/26)

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

Current Text: 04/22/2026 - Amended **HTML PDF**

Introduced: 02/18/2026

Status: 04/23/2026 - Re-referred to Com. on APPR.



Summary: The California Environmental Quality Act (CEQA) 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 a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties. (Based on 04/22/2026 text)

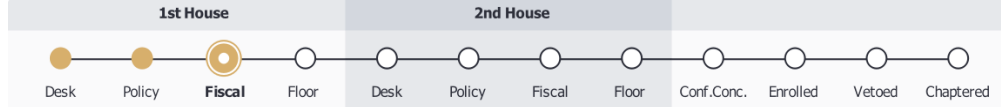
Analysis:
04/17/26 **A Natural Resources** (text 03/19/26)

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

Current Text: 04/09/2026 - Amended **HTML PDF**

Introduced: 02/18/2026 (Spot bill)

Status: 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (April 20). Re-referred to Com. on APPR.



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

Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

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 and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, 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. (Based on 04/09/2026 text)

Analysis:

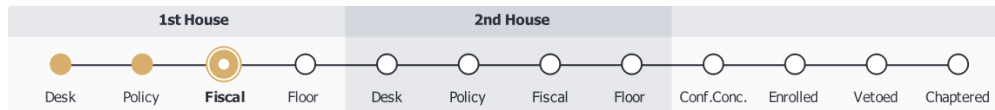
04/17/26 **A Natural Resources** (text 04/09/26)

AB 2094 (Harabedian, D) Social Housing Strategy and Implementation Program.

Current Text: 04/08/2026 - Amended **HTML PDF**

Introduced: 02/18/2026

Status: 04/23/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (April 22). Re-referred to Com. on APPR.



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 a dedicated social housing coordinator to lead social housing strategy and implementation. In leading social housing strategy and implementation, the bill would require the dedicated social housing coordinator to, among other things, inventory and prioritize surplus public land suitable for social housing development. The bill would define “social housing development” as housing developed pursuant to the bill’s provisions that is owned by a public entity, provides housing affordable to a mix of household income levels, and preserves long-term affordability. (Based on 04/08/2026 text)

Analysis:

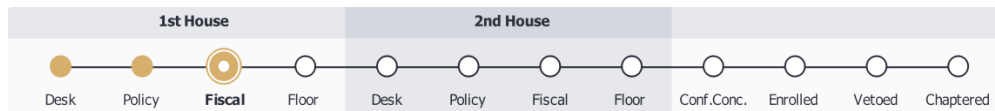
04/20/26 **A Housing And Community Development** (text 04/08/26)

AB 2139 (Garcia, D) Surplus lands: exempt surplus land: City of Ontario.

Current Text: 04/16/2026 - Amended **HTML PDF**

Introduced: 02/18/2026

Status: 04/23/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (April 22). Re-referred to Com. on APPR.



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 requires that land be declared either “surplus land” or “exempt surplus land,” as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures. Existing law provides that an agency is not required to follow the requirements for the disposal of surplus land for “exempt surplus land.” Existing law defines “exempt surplus land” to include certain types of land. Existing law makes a local agency that disposes of surplus land, in violation of the requirements for the disposal of surplus land after receiving specified notification from the department that the local agency is in violation, liable for a penalty of 30% of the applicable disposition value for a first violation and 50% for any subsequent violation, as provided. This bill would expand the definition of “exempt surplus land” to include certain land owned by the City of Ontario that satisfies specified requirements. The bill would require

that these requirements be contained in a covenant or restriction recorded against the surplus land at the time of disposition, as provided. The bill would require that the city meet specified requirements to declare exempt surplus land pursuant to these provisions, including depositing funds from the deposition into a local housing-specific set-aside account, as provided. (Based on 04/16/2026 text)

Analysis:

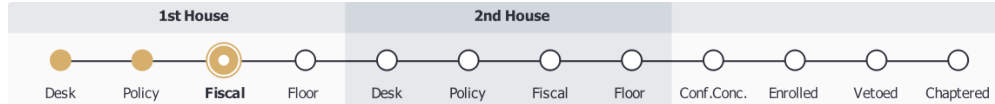
04/20/26 [A Housing And Community Development](#) (text 04/16/26)

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

Current Text: 04/13/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/18/2026

Status: 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 4.) (April 20). Re-referred to Com. on APPR.



Summary: 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 facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. (Based on 04/13/2026 text)

Analysis:

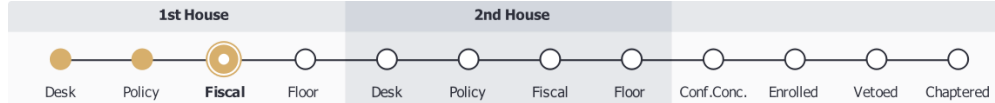
04/17/26 [A Transportation](#) (text 04/13/26)

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

Current Text: 03/24/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/19/2026

Status: 04/21/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (April 20). Re-referred to Com. on APPR.



Summary: 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)

Analysis:

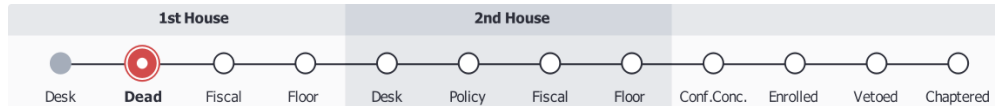
04/17/26 [A Transportation](#) (text 03/24/26)

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

Current Text: 02/19/2026 - Introduced [HTML](#) [PDF](#)

Introduced: 02/19/2026

Status: 04/23/2026 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was H. & C.D. on 3/9/2026)



Summary: Current 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. Current 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. Current 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. Current 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

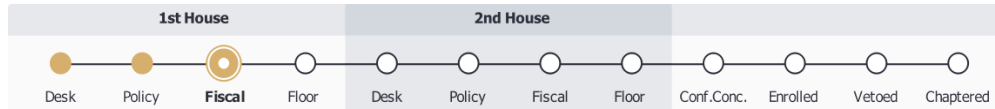
met, including that the project includes affordable housing units for very low and lower income households. (Based on 02/19/2026 text)

AB 2296 (Papan, D) Planning and zoning: housing element: regional housing needs allocation.

Current Text: 04/16/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/19/2026

Status: 04/23/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (April 22). Re-referred to Com. on APPR.



Summary: Under the Planning and Zoning Law existing law authorizes at least 2 or more cities and a county, or counties, at least 28 months prior to the scheduled housing element revision, to form a subregional entity to allocate the subregion’s existing and projected housing need among its members. If the council of governments does not receive a notification of this formation at least 28 months prior to the update, existing law requires the council of governments to implement specified requirements regarding the regional housing need process. Existing law requires the council of governments to determine the share of regional housing need assigned to each delegate subregion at least 25 months prior to the scheduled revision. This bill would extend the above-described timeline for cities and counties to form a subregional entity to allocate the subregion’s housing need, as provided, from 28 months to 34 months, and the above-described timeline for the council of governments to determine the share of regional housing need assigned to each subregion from 25 months to 31 months, respectively. (Based on 04/16/2026 text)

Analysis:

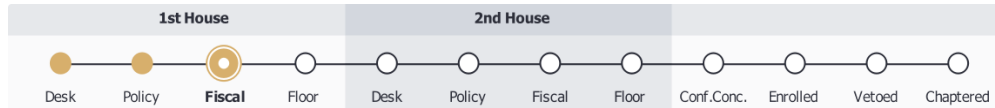
04/21/26 [A Local Government](#) (text 04/16/26)

AB 2372 (Hoover, R) Vehicles: tolls.

Current Text: 04/06/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/19/2026

Status: 04/14/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (April 13). Re-referred to Com. on APPR.



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. Existing law requires an owner or operator of a toll facility, upon the request of a private or public local emergency service provider, to enter into an agreement to establish mutually agreed-upon terms, including exemption from toll payment, for the use of the toll facility. 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 Department of the California Highway Patrol. (Based on 04/06/2026 text)

Analysis:

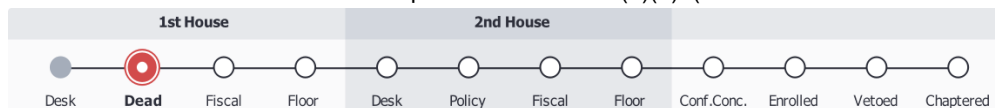
04/09/26 [A Transportation](#) (text 04/06/26)

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

Current Text: 03/19/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/20/2026

Status: 04/30/2026 - Failed Deadline pursuant to Rule 61(b)(6). (Last location was L. GOV. on 3/19/2026)



Summary: Existing law prescribes requirements for the disposal of surplus land by a local agency. 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

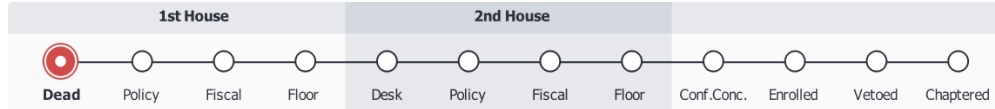
restrictions, if the terms were agreed to prior to September 30, 2019. This bill would specify that the requirements of an option agreement are among the contractual obligations or restrictions described above. (Based on 03/19/2026 text)

AB 2501 (Lackey, R) Local government.

Current Text: 02/20/2026 - Introduced [HTML](#) [PDF](#)

Introduced: 02/20/2026

Status: 04/30/2026 - Failed Deadline pursuant to Rule 61(b)(6). (Last location was PRINT on 2/20/2026)



Summary: Current 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. Current 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)

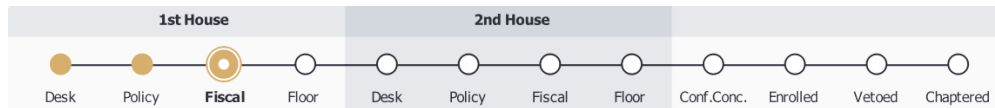
Priority: SPOT

AB 2508 (Hoover, R) Public Utilities Public Purpose Programs Fund.

Current Text: 03/26/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/20/2026

Status: 04/09/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 2.) (April 8). Re-referred to Com. on APPR.



Summary: 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, no later than January 1 of each year, commencing January 1, 2027, to determine and publish the amount necessary to fund certain public purpose programs and programs administered by electrical regional energy networks for the following fiscal year, as provided. The bill would require the Controller to transfer, on July 1 of each fiscal year, from the Greenhouse Gas Reduction Fund to the Public Utilities Public Purpose Programs Fund moneys appropriated by the Legislature for that purpose. The bill would require all moneys in the Public Utilities Public Purpose Programs Fund to be allocated by the commission, upon appropriation by the Legislature, to fund the public purpose programs and programs administered by electrical regional energy networks, as provided. (Based on 03/26/2026 text)

Analysis:

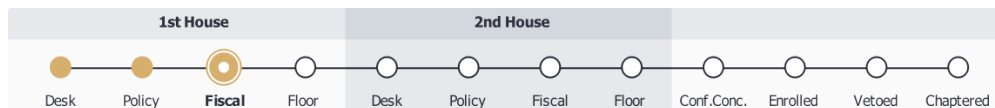
04/07/26 [A Committee On Utilities And Energy](#) (text 03/26/26)

AB 2552 (Ávila Fariás, D) California Environmental Quality Act: Transit-Oriented Development Implementation Fund: contributions.

Current Text: 04/16/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/20/2026

Status: 04/29/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 29). Re-referred to Com. on APPR.



Summary: The California Environmental Quality Act (CEQA) 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 of Housing and Community Development, 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. This bill would authorize a lead agency for a land use project to require an applicant to contribute to the Transit-Oriented Development Implementation Fund if certain cost conditions are met and the department and the office have validated the reductions in vehicle miles traveled that are attributable to the project, as specified. (Based on 04/16/2026 text)

Analysis:

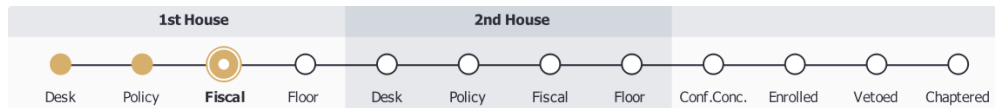
04/27/26 [A Housing And Community Development](#) (text 04/16/26)

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

Current Text: 04/15/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/20/2026

Status: 04/21/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (April 20). Re-referred to Com. on APPR.



Summary: Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law. (Based on 04/15/2026 text)

Analysis:

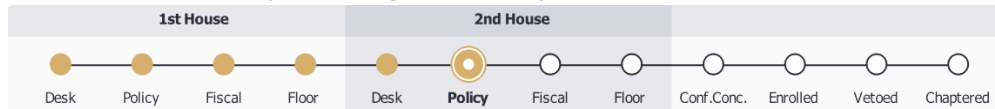
04/17/26 [A Transportation](#) (text 04/15/26)

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

Current Text: 06/23/2025 - Amended [HTML](#) [PDF](#)

Introduced: 12/02/2024 (Spot bill)

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



Summary: Current law requires each city, county, and city and county to revise its housing element according to a specified schedule, as provided. Current 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. Current 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, current 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. (Based on 06/23/2025 text)

Analysis:

06/30/25 [A Housing And Community Development](#) (text 04/24/25)

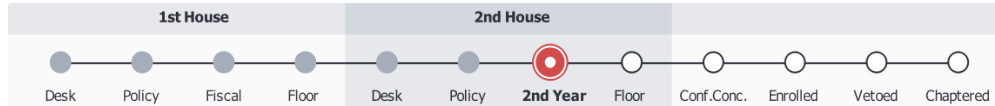
SB 74

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

Current Text: 04/07/2025 - Amended [HTML](#) [PDF](#)

Introduced: 01/15/2025

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)



Summary: Current 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. Current law authorizes a local agency to finance 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. (Based on 04/07/2025 text)

Analysis:

06/30/25 [A Appropriations](#) (text 04/07/25)

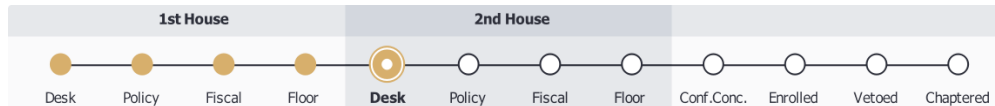
SB 247

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

Current Text: 04/21/2025 - Amended [HTML](#) [PDF](#)

Introduced: 01/30/2025

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



Summary: Current 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. (Based on 04/21/2025 text)

Analysis:

01/23/26 [S Floor Analyses](#) (text 04/21/25)

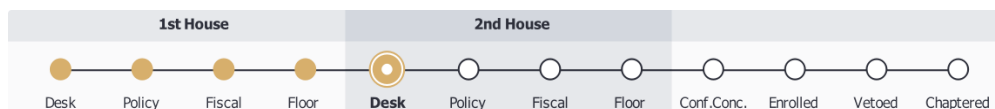
SB 299 zoning.

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

Current Text: 01/14/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/10/2025

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



Summary: The California Environmental Quality Act (CEQA) 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

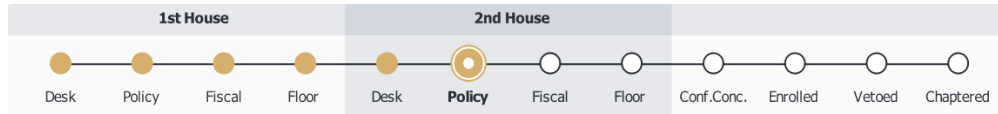
Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

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. Current 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. (Based on 01/14/2026 text)

Analysis:
01/21/26 **S Floor Analyses** (text 01/14/26)

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

Current Text: 05/23/2025 - Amended [HTML](#) [PDF](#)
Introduced: 02/13/2025
Status: 06/05/2025 - Referred to Com. on W. P., & W.

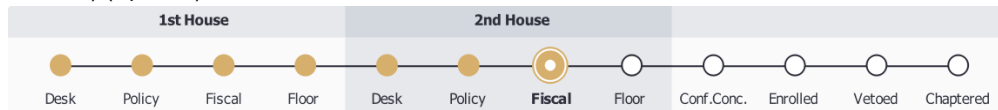


Summary: (1)The California Wildlife, Coastal, and Park Land Conservation Act, an initiative measure approved by the voters in the June 7, 1988, statewide primary election, provided bond funds for wildlife, coastal, and parkland conservation. The initiative measure authorizes the act to be amended by 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)

Analysis:
05/27/25 **S Floor Analyses** (text 05/23/25)

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

Current Text: 01/22/2026 - Amended [HTML](#) [PDF](#)
Introduced: 02/18/2025
Status: 04/23/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 2.) (April 22). Re-referred to Com. on APPR.



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. (Based on 01/22/2026 text)

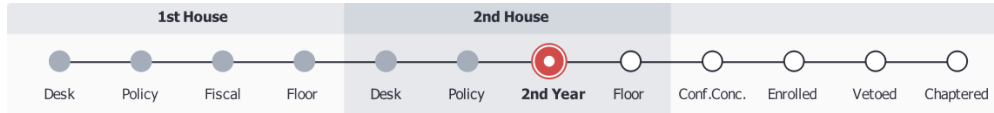
Analysis:
04/20/26 **A Housing And Community Development** (text 01/22/26)

Priority: 1

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

Current Text: 07/17/2025 - Amended [HTML](#) [PDF](#)
Introduced: 02/18/2025

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)



Summary: Current 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. Current 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. (Based on 07/17/2025 text)

Analysis:
08/18/25 [A Appropriations](#) (text 07/17/25)

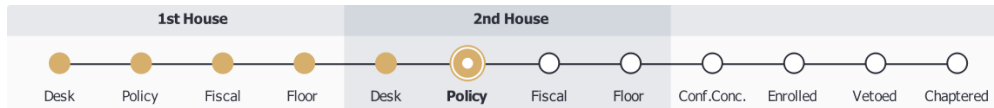
Priority: 1

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

Current Text: 01/22/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/19/2025

Status: 05/04/2026 - Referred to Com. on H. & C.D.



Summary: The Veterans and Affordable Housing Bond Act of 2018 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. Current 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. (Based on 01/22/2026 text)

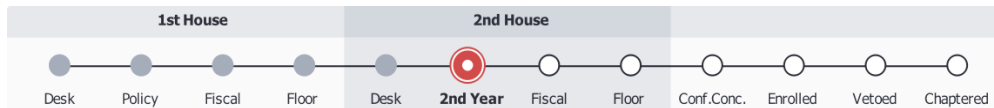
Analysis:
01/26/26 [S Floor Analyses](#) (text 01/22/26)

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

Current Text: 06/23/2025 - Amended [HTML](#) [PDF](#)

Introduced: 02/20/2025

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)



Summary: 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

Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

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 (Based on 06/23/2025 text)

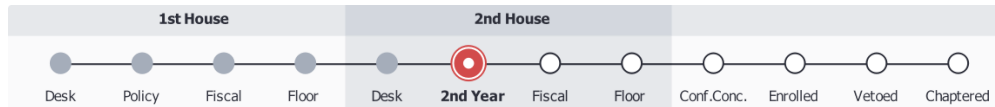
Analysis:
07/15/25 **A Local Government** (text 06/23/25)

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

Current Text: 04/21/2025 - Amended [HTML](#) [PDF](#)

Introduced: 02/20/2025

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)



Summary: Current law authorizes the Department of Transportation 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)

Analysis:
05/25/25 **S Floor Analyses** (text 04/21/25)

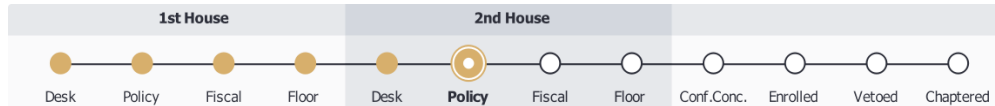
Priority: 1

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

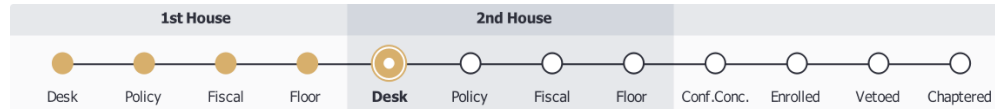
Current Text: 01/22/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/20/2025

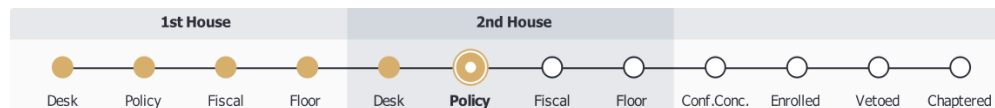
Status: 05/04/2026 - Referred to Coms. on U. & E. and TRANS.



Summary: The 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 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. (Based on 01/22/2026 text)

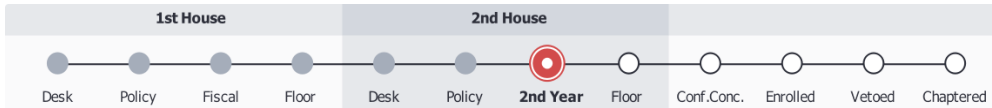
Analysis:01/26/26 **S Floor Analyses** (text 01/22/26)**SB 677 (Wiener, D) Housing development: transit-oriented development.****Current Text:** 01/08/2026 - Amended **HTML PDF****Introduced:** 02/21/2025**Status:** 01/26/2026 - Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Summary: Current 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, current 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. Current law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Current 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. Current 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. (Based on 01/08/2026 text)

Analysis:01/21/26 **S Floor Analyses** (text 01/08/26)**SB 722 (Wahab, D) Transit-oriented housing development: excluded parcels and sites.****Current Text:** 01/15/2026 - Amended **HTML PDF****Introduced:** 02/21/2025**Status:** 05/04/2026 - Referred to Coms. on H. & C.D. and L. GOV.

Summary: Current 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, current 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 Special Occupancy Parks Act. This bill contains other related provisions. (Based on 01/15/2026 text)

Analysis:01/21/26 **S Floor Analyses** (text 01/15/26)**SB 772 (Cabaldon, D) Infill Infrastructure Grant Program of 2019: applications: eligibility.****Current Text:** 07/17/2025 - Amended **HTML PDF****Introduced:** 02/21/2025**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)



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)

Analysis:

08/18/25 **A Appropriations** (text 07/17/25)

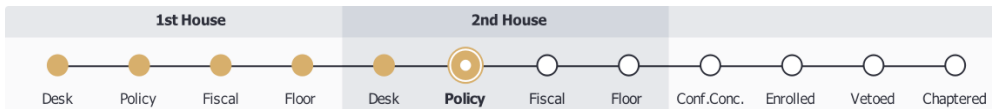
SB 799

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

Current Text: 01/15/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/21/2025

Status: 05/04/2026 - Referred to Coms. on L. GOV. and H. & C.D.



Summary: Current 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. Current 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. Current 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. Current 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. (Based on 01/15/2026 text)

Analysis:

01/15/26 **S Floor Analyses** (text 01/15/26)

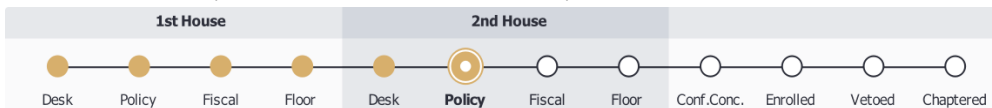
SB 802

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

Current Text: 04/30/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/21/2025

Status: 04/30/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D. (Amended text released 5/1/2026)



Summary: 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 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. (Based on 04/30/2026 text)

Analysis:

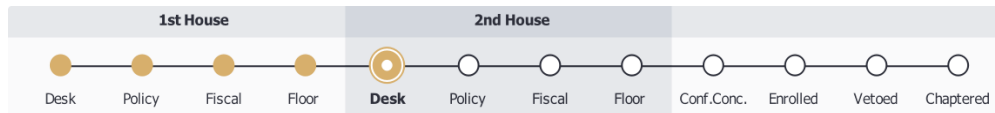
07/15/25 **A Housing And Community Development** (text 06/23/25)

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

Current Text: 01/05/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/21/2025

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



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. Current 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. Current 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. Current 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. (Based on 01/05/2026 text)

Analysis:

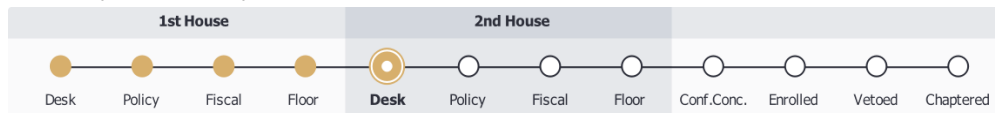
01/23/26 **S Floor Analyses** (text 01/05/26)

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

Current Text: 02/09/2026 - Introduced [HTML](#) [PDF](#)

Introduced: 02/09/2026

Status: 04/30/2026 - Read third time. Urgency clause adopted. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Summary: The California Environmental Quality Act (CEQA) 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. (Based on 02/09/2026 text)

Analysis:

04/29/26 **S Floor Analyses** (text 02/09/26)

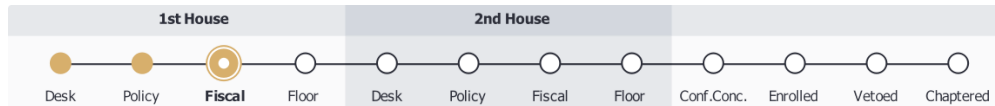
Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

SB 1013 (Cervantes, D) Automated license plate recognition systems.

Current Text: 03/25/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/10/2026 (Spot bill)

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.



Summary: Existing law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Existing law defines ALPR information as information or data collected through the use of an ALPR system. This bill would provide that “public agency” does not include a transportation agency, a public transit operator, or a local department of transportation or public works department, as specified. The bill would, beginning January 1, 2027, require new, updated, expansions of, or addendums of contractual agreements with ALPR vendors, manufacturers, or suppliers to mandate that no default access is provided to any national ALPR database and that an agency’s collected scans are by default not accessible to any other agency, and would impose new requirements on sharing between California state law enforcement agencies. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense. (Based on 03/25/2026 text)

Analysis:

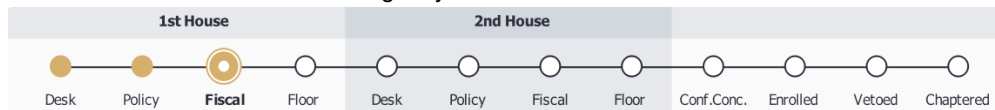
05/03/26 **S Appropriations** (text 03/25/26)

SB 1061 (Ochoa Bogh, R) Western Joshua Tree Conservation Act: relocation.

Current Text: 04/23/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/12/2026

Status: 05/04/2026 - Set for hearing May 11.



Summary: The Western Joshua Tree Conservation Act prohibits any 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 specified. The act authorizes the Department of Fish and Wildlife to permit the taking of a western Joshua tree if specified conditions are met, including, but not limited to, that the permittee mitigates all impacts to, and taking of, the western Joshua tree through measures that are roughly proportional in extent to the impact of the authorized taking of the western Joshua tree. The act authorizes, in lieu of completing the mitigation measures, a permittee to elect to satisfy the mitigation obligation by paying fees pursuant to a specified fee schedule, as provided. Existing law authorizes the department to include permit conditions that require the permittee to relocate one or more of the western Joshua trees, as specified. Existing law requires the department to adopt guidelines and relocation protocols, based on the best available science, to relocate western Joshua trees successfully. This bill would authorize the department to authorize, by permit, and without payment of fees or other mitigation, the relocation of up to 10 individual western Joshua trees from a parcel, as provided. The bill would require a person seeking a relocation permit to submit a permit application to the department and meet certain conditions, as specified. (Based on 04/23/2026 text)

Analysis:

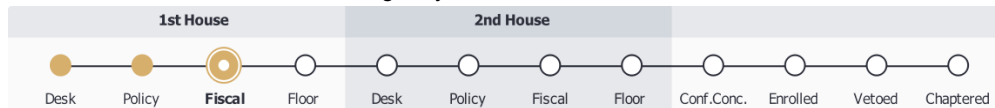
04/17/26 **S Natural Resources And Water** (text 03/24/26)

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

Current Text: 04/23/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/13/2026

Status: 05/04/2026 - Set for hearing May 11.



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 statewide strategy to be updated at least once every 5 years. Existing law requires the state board, based on the

Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

assessment and identification, to select locations around the state for preparation of community emissions reduction programs. Existing law requires the assessment and identification to prioritize disadvantaged communities, as defined. 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. Existing law requires the state board to provide grants to community-based organizations for technical assistance and to support community participation in the implementation of the statewide strategy. Under this existing regulatory authority, the state board provides grants to development and implement local community emissions reduction plans. This bill would revise the definition of “disadvantaged community” to include a disadvantaged unincorporated community. By expanding the definition of “disadvantaged community,” this bill would expand the duties of districts in the preparation of community emissions reduction programs. (Based on 04/23/2026 text)

Analysis:

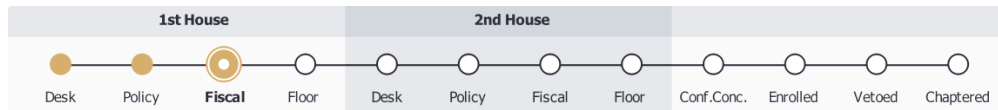
04/17/26 **S Local Government** (text 03/25/26)

SB 1087 (Cabaldon, D) Transportation planning: sustainable communities strategies: transportation funding programs.

Current Text: 04/09/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/13/2026

Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.



Summary: Existing law requires certain transportation planning agencies to prepare and adopt 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. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. (Based on 04/09/2026 text)

Analysis:

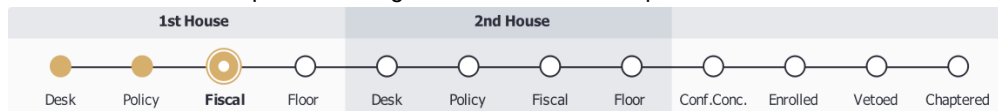
05/02/26 **S Appropriations** (text 04/09/26)

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

Current Text: 04/06/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/13/2026

Status: 04/27/2026 - April 27 hearing: Placed on APPR. suspense file.



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 and attaching long-term affordability restrictions on the housing, 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 department to grant prescribed funds to the program manager to implement the program and the program manager to make loans to eligible borrowers, as defined, based on underwriting guidelines approved by the department. (Based on 04/06/2026 text)

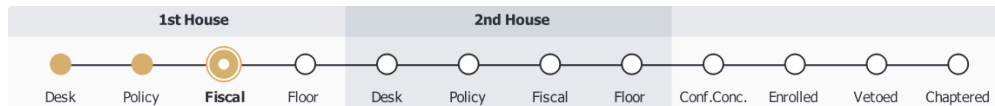
Analysis:
04/24/26 **S Appropriations** (text 04/06/26)

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

Current Text: 04/06/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/17/2026

Status: 04/27/2026 - April 27 hearing: Placed on APPR. suspense file.



Summary: Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. (Based on 04/06/2026 text)

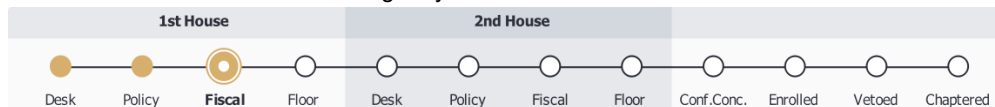
Analysis:
04/27/26 **S Appropriations** (text 04/06/26)

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

Current Text: 04/28/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/18/2026

Status: 05/04/2026 - Set for hearing May 11.



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. The Planning and Zoning Law requires cities and counties to prepare, adopt, and amend general plans and elements of those general plans, as specified. After the legislative body has adopted all or part of a general plan, the law requires the planning agency to provide by April 1 of each year an annual report to specified entities that includes certain information, including the status of the plan and progress of its implementation. 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 if certain conditions are met. The bill would require a local reuse authority, if it is a city or county, to include specified information relating to the development of residential units on conveyed land as part of their annual report relating to their general plan. Because the bill would impose new duties on a local agency, this bill would impose a state-mandated local program. (Based on 04/28/2026 text)

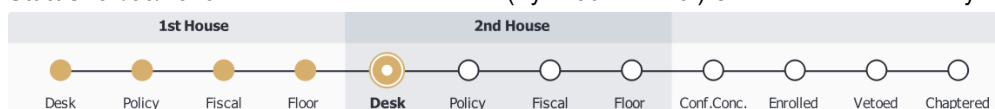
Analysis:
04/21/26 **S Environmental Quality** (text 04/08/26)

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

Current Text: 02/18/2026 - Introduced [HTML](#) [PDF](#)

Introduced: 02/18/2026

Status: 04/30/2026 - Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly.



Summary: 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

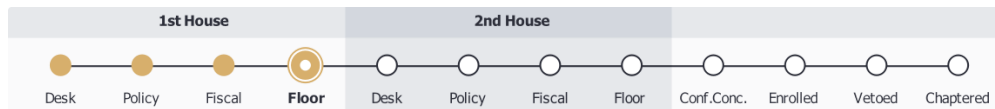
Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

water company to enter into a joint powers agreement with any public agency for the purposes of risk pooling, as specified. 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. (Based on 02/18/2026 text)

Analysis:
04/24/26 **S Floor Analyses** (text 02/18/26)

SB 1187 (Durazo, D) Open meetings: majority.
Current Text: 02/19/2026 - Introduced **HTML PDF**

Introduced: 02/19/2026
Status: 04/30/2026 - Read second time. Ordered to consent calendar.

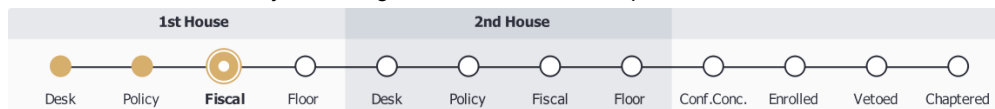


Summary: Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law defines “meetings” for these purposes to mean any congregation 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)

Analysis:
05/01/26 **S Floor Analyses** (text 02/19/26)

SB 1250 (Cortese, D) State highway system: wildlife connectivity.
Current Text: 03/26/2026 - Amended **HTML PDF**

Introduced: 02/19/2026
Status: 05/04/2026 - May 4 hearing: Placed on APPR. suspense file.

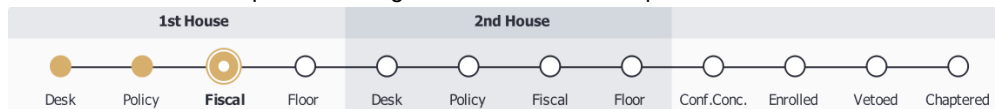


Summary: Existing law requires Department of Transportation (Caltrans), in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program. Existing law requires the commission, 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. The bill would require Caltrans to include wildlife connectivity assets in the asset management plan. (Based on 03/26/2026 text)

Analysis:
05/02/26 **S Appropriations** (text 03/26/26)

SB 1293 (Alvarado-Gil, R) State highways: projects: notice.
Current Text: 04/06/2026 - Amended **HTML PDF**

Introduced: 02/20/2026
Status: 04/27/2026 - April 27 hearing: Placed on APPR. suspense file.



Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

Summary: Would require the Department of Transportation 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 60,000 people or fewer to a person who resides in, or a business that is located within, 5 miles of the project limits, as specified. The bill would also require the department to place the notice on its internet website. (Based on 04/06/2026 text)

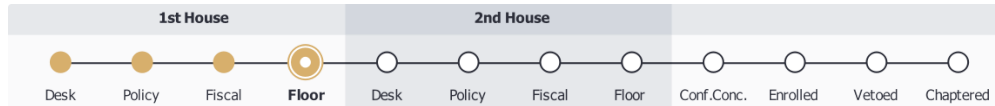
Analysis:
04/25/26 **S Appropriations** (text 04/06/26)

SB 1361 (Durazo, D) Transit-oriented housing developments: local governments: transit agencies and projects.

Current Text: 04/30/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/20/2026

Status: 04/30/2026 - Read second time and amended. Ordered to third reading. (Amended text released 5/1/2026)



Summary: Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects. (Based on 04/30/2026 text)

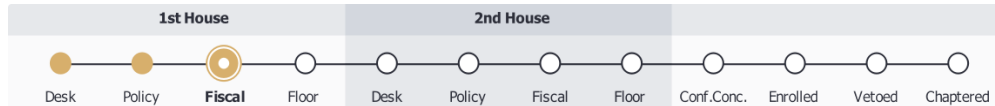
Analysis:
05/01/26 **S Floor Analyses** (text 04/29/26)

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

Current Text: 04/08/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/20/2026

Status: 04/27/2026 - April 27 hearing: Placed on APPR. suspense file.



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. (Based on 04/08/2026 text)

Analysis:
04/24/26 **S Appropriations** (text 04/08/26)

Total Measures: 93
Total Tracking Forms: 93

Attachment: SBCTA Bill Report May 2026 (12075 : State Legislative Update)

Minute Action

AGENDA ITEM: 3

Date: May 13, 2026

Subject:

Federal Legislative Update

Recommendation:

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

- Transportation; and
- Council of Governments.

Background:

Fiscal Year 2026 Appropriations Process / Homeland Security Funding

During the week of April 20, 2026, the Senate began work on a second “budget reconciliation” measure as part of ongoing efforts to address funding for the Department of Homeland Security (DHS) and other programs. The budget reconciliation process allows legislation to advance with a simple majority vote in both chambers, which would allow the Republicans to provide funding for DHS until 2028 without needing to reach the 60-vote threshold in the Senate.

The House initiated its budget reconciliation process during the week of April 27, 2026. The reconciliation process is extremely time-intensive for Members and committee staff, which may affect the timeline for other legislative priorities until late June or July 2026.

On April 30, 2026, the House passed, and President Donald Trump signed into law, legislation funding DHS agencies including the Secret Service and Transportation Security Administration, ending a shutdown that had gripped DHS operations for nearly 11 weeks.

The logjam was broken when the Republican-controlled House unanimously passed a Senate-approved bill that conservatives had refused to consider over the past month. The legislation did not include funding for immigration enforcement, but those activities remain funded through the budget reconciliation bill passed in 2025.

Surface Transportation Act Reauthorization

The House Transportation & Infrastructure (T&I) Committee had anticipated releasing and marking up the surface transportation reauthorization bill during the week of April 27, 2026; however, the timeline has been delayed once again. With Congress in recess the week of May 4, 2026, consideration of the 5-year bill is now expected to occur later in the month.

T&I Committee Chairman Sam Graves has committed to advancing a bipartisan bill. Some Democrats are requesting funding levels comparable to the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law (IIJA/BIL), which will be a non-starter for Republicans, who consider the IIJA/BIL a once-in-a-lifetime COVID-era stimulus bill.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026 or the proposed Budget for Fiscal Year 2026/2027.

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

Legislative Policy Committee Agenda Item

May 13, 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: May 13, 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	X								
Ray Marquez City of Chino Hills		X	X	X								
Frank Navarro City of Colton		X	X	X								
Larry McCallon City of Highland		X	X	X								
John Dutrey City of Montclair		X	X	X								
Alan Wapner City of Ontario		X	X	X								
Rick Denison Town of Yucca Valley		X	X	X								
Jesse Armendarez Board of Supervisors			X	X								
Joe Baca, Jr Board of Supervisors		X	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