

AGENDA
Legislative Policy Committee Meeting
June 10, 2026

*****Start Time: 9:15 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

June 10, 2026

9:15 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 June 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

Pg. 51

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

- Transportation; and
- Council of Governments.

Presenter: Louis Vidaure

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

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

Pg. 121

Acronym List

Pg. 122

Mission Statement

Pg. 125

The committee will go dark in July.

The next Legislative Policy Committee meeting is scheduled for August 12, 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: *June 10, 2026*

Subject:

Information Relative to Possible Conflict of Interest

Recommendation:

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

Background:

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

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

Financial Impact:

This item has no direct impact on the budget.

Reviewed By:

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

Responsible Staff:

Molly Wiltshire, Director of Legislative and Public Affairs

Approved
Legislative Policy Committee
Date: June 10, 2026

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: June 10, 2026

Subject:

State Legislative Update

Recommendation:

A. Receive the June 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:

Legislative Update

As the month of May ends, we are nearing the halfway point of the legislative session. May 29, 2026, marks the House of Origin deadline, which means legislation needs to be out of the house in which it was introduced. The week before the deadline saw several lengthy floor sessions in both houses to pass the hundreds of bills before each chamber. Once they are passed this first deadline, the bills will swap houses and begin their policy hearings starting in early June 2026.

On May 14, 2026, was the Appropriations Suspense hearing in both the Senate and the Assembly. Most bills with a cost to the state are referred to the “suspense list” in each house. In total, both committees heard a combined 967 bills that day.

Additionally, there have been several budget subcommittee hearings in May in preparation for Governor Gavin Newsom’s May Revise, which was released on May 14, 2026. The budget committees have been reviewing the Governor’s new proposal and are starting to shape their own budgets. The final budget must be adopted by June 15, 2026.

Budget – Governor’s May Revise

On May 14, 2026, Governor Newsom released his May Revision for the budget year 2026-27. The Governor now projects budget year General Fund expenditures of \$246.6 billion, available resources of \$279.1 billion (prior year balance, revenues, and transfers), and \$4.5 billion in the Special Fund for Economic Uncertainties (SFEU), the state’s general budget reserve.

The May Revision updates the Greenhouse Gas Reduction Fund (GGRF) estimates based on recent cap-and-invest auctions. The May Revision estimates \$3.4 billion in 2025-26 and \$3.4 billion in 2026-27, which is a downward adjustment compared to the Governor’s budget, which estimated \$3.8 billion in 2025-26 and \$3.8 billion in 2026-27. However, these estimates do not reflect the proposed amendments currently under consideration at the California Air Resources Board, as these are not yet adopted.

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

For California Department of Transportation, the May Revision:

- Appropriates a \$40 million one-time General Fund for Clean California litter abatement and encampment resolution.
- Funds a \$6.2 million two-year limited-term General Fund annually for homeless encampment liaisons.
- Provides a one-time increase of \$16.4 million in the State Highway Account for Generative Artificial Intelligence in the state highway system.
- Proposes statutory changes to allow automated enforcement on the State Highway System portion of the Games Route Network in advance of the 2028 Olympic and Paralympic Games that will be held in the Los Angeles region.
- Identifies the need to appropriate additional funds for the Olympic and Paralympic Games.

Legislative Analyst's Office (LAO) 2026-27 Budget Reports and the Governor's May Revise

The LAO has posted a few analyses of the Governor's May Revision and its proposals. The LAO's main comments on the May Revision note that if all of the Governor's proposals are approved, structural deficits still persist for the state—meaning that General Fund annual expenses exceed annual revenues for the foreseeable future under the administration's own projections. The LAO continues to warn that “California is ill-prepared for even a slip-up in revenues,” noting “even just a repeat of the 2022 market declines, which were mild by historical standards, could quickly push the budget into deep deficits.”

The LAO notes that the Governor's plan—inclusive of January and May proposals—includes \$1.3 billion of new discretionary General Fund spending, such as spending or reappropriations for improvements at Los Angeles' Exposition Park, broadband last-mile infrastructure, and a wildfire disaster rebuilding program. The Governor also makes various non-General Fund proposals in the May Revision, such as \$125 million of bond funding to acquire the Golden Gate Fields property in the East Bay. The May Revision says relatively little about the Cap-and-Invest fund, the GGRF, and the potential major changes to which the LAO has now discussed before both houses' committees.

The LAO suggests redirecting the Governor's proposed \$9.7 billion deposit to the new discretionary reserve, the Projected Temporary Surplus Holding Account, to the arguably less flexible rainy day fund, and adopting well over \$10 billion of budget cuts or net revenue increases. The LAO suggests the Legislature “set aside \$4 billion in a reserve to pre-fund” the Proposition 98 required funding for 2025-26 (called “settle up” by the administration) that is omitted from the Governor's plan.

The LAO's General Fund condition summary, Figure 2, shows that the Governor's plan projects a rainy day fund balance of \$15.075 billion for 2026-27—up from the \$11.191 billion for 2025-26 in last June's state budget plan.

Cap-and-Invest Proposed Amendments

On May 19, 2026, Assembly Budget Sub-Committee 4 held a hearing on the proposed amendments to the Cap-and-Invest Program. The changes introduced through a 15-day regulatory process have generated significant concern among legislators, environmental

San Bernardino Council of Governments

San Bernardino County Transportation Authority

Legislative Policy Committee Agenda Item

June 10, 2026

Page 3

advocates, transit agencies, agricultural groups, affordable housing developers, and public health organizations. The central dispute involves the California Air Resources Board's (CARB) proposal to redistribute allowances away from the auction (which generates the GGRF revenue) toward industry-directed incentives and ratepayer credits.

The LAO published a document for the hearing where the core focus was CARB's April 2026 revised proposed amendments, which made significant changes from the January version. Most notably, while the proposal removes 118 million allowances through 2030 to meet climate targets, it simultaneously creates a new Manufacturing Decarbonization Incentive (MDI) program that adds up to 118 million allowances above the cap — effectively offsetting those reductions. The LAO stated that April amendments also increase free allowances to industry, reduce allowances to electric utilities, and would cut projected GGRF revenues to roughly \$2 billion annually — about half of recent levels — leaving Tier 3 GGRF programs entirely unfunded. The LAO closed by flagging key legislative questions around environmental ambition, MDI program design, allowance allocation priorities, and whether the Senate Bill 840 GGRF framework remains fit for purpose given the projected revenue shortfall.

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

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 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: June 10, 2026

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

ATTACHMENT A

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
LEGISLATIVE BILL POSITIONS - June 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	Failed fiscal committee deadline. Dead for this year. (5/14/26)	Support	4/8/2026
AB 2002 (Solache)	Would codify the Regional Early Action Planning 1.0 funding program.	Passed out of Assembly and referred to Senate Rules Committee for policy committee assignment. (5/21/2026)	Support	4/8/2026
AB 2059 (Wilson)	Would determine transportation projects in designated nonmetropolitan counties would have less than significant transportation impacts pursuant to the vehicle miles traveled metric in CEQA.	Passed out of Assembly and referred to Senate Rules Committee for policy committee assignment. (5/21/2026)	Support	4/8/2026
AB 2267 (Garcia)	Would establish statewide suicide-prevention design standards for new bridge construction and major rehabilitation projects.	Failed fiscal committee deadline. Dead for this year. (5/14/26)	Support	4/8/2026

Attachment: Bill position matrix 6-26 (12117 : State Legislative Update)

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

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
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.	Failed fiscal committee deadline. Dead for this year. (5/14/26)	Oppose	4/8/2026
AB 2560 (Shultz)	Would codify the guiding principles of the Climate Action Plan for Transportation Infrastructure.	Passed out of Assembly and referred to Senate Rules Committee for policy committee assignment. (5/26/2026)	Oppose	4/8/2026

Attachment: Bill position matrix 6-26 (12117 : State Legislative Update)

ATTACHMENT B



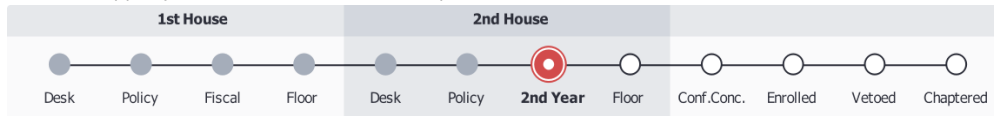
SBCTA Bill Report
6/1/2026

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:

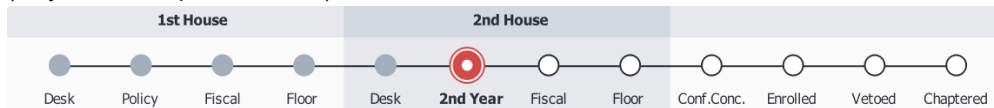
07/11/25 [S Appropriations](#) (text 05/05/25)

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 June 2026 (12117 : State Legislative Update)

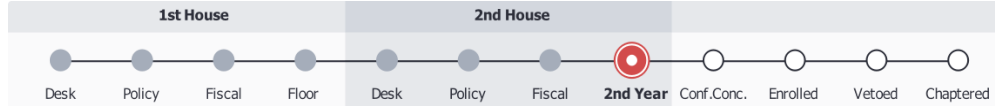
AB 33

(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)

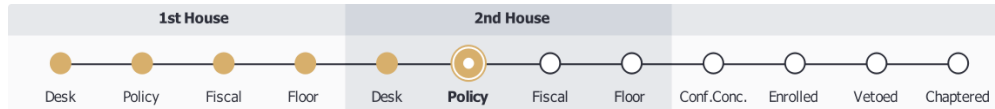
AB 69

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

Current Text: 05/22/2026 - Amended [HTML](#) [PDF](#)

Introduced: 12/10/2024

Status: 05/22/2026 - 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. Existing law requires the association to implement programs to help reduce the number of existing FAIR Plan policies, including clearinghouse programs in which a participating insurer offers homeowners or commercial insurance to FAIR Plan policyholders. Existing law requires an agent or broker transacting basic property insurance to assist a person in obtaining basic property insurance coverage by one of several specified methods, including making an application for insurance through the FAIR Plan. This bill would authorize an insurer participating in a clearinghouse program to offer coverage directly to the insured after 3 renewal periods after January 1, 2027. Commencing May 1, 2027, the bill would require a participating insurer to report to the association on a quarterly basis the number of policies it has issued to FAIR Plan policyholders. The bill would require the association to report aggregated numbers within 30 days, as specified, and post and quarterly update on its internet website a list of participating insurers in the clearinghouse programs. (Based on 05/22/2026 text)

Analysis:

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

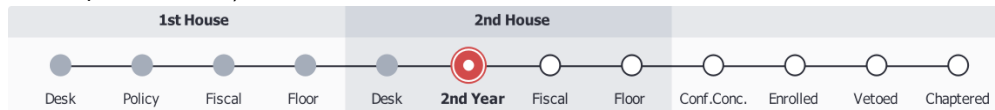
AB 259

(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)

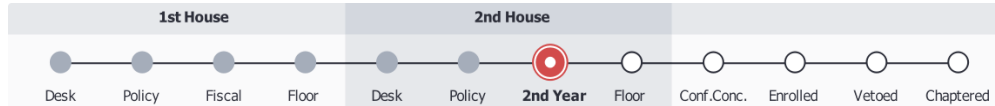
AB 261

(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

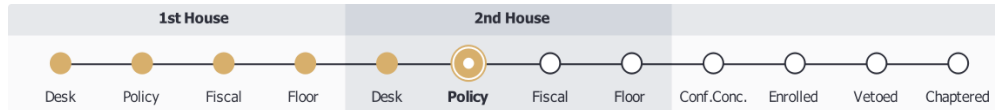
(Schultz, D) California Building Standards Commission: appeals: code equivalence determinations.

Current Text: 05/21/2026 - Amended **HTML PDF**

Attachment: SBCTA Bill Report June 2026 (12117 : State Legislative Update)

Introduced: 01/23/2025

Status: 05/21/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.



Summary: Existing law authorizes any person adversely affected by any regulation, rules, omission, interpretation, decision, or practice of any state agency respecting the administration of any building standard to appeal the issue for resolution to the California Building Standards Commission. Existing law authorizes any local agency having authority to enforce a state building standard and any person adversely affected by any regulation, rule, omission, interpretation, decision, or practice of that agency respecting that building standard to appeal to the commission, provided that both wish to appeal the issue for resolution to the commission. Existing law authorizes the commission to accept those appeals only if the commission determines that the issues involved in the appeal have statewide significance. This bill would revise and recast those provisions to expand the reasons for which a person can appeal to the commission to include, among other things, being adversely affected by any building standard or local amendment to a building standard or any reasonable interpretation of the California Building Standards Code. The bill would expand the conditions under which the commission may accept an appeal by removing the requirement that both the local agency and the adversely affected person wish to appeal the issue, and by revising the required statewide significance determination of the commission to instead only require that statewide significance to be potential, as provided. (Based on 05/21/2026 text)

Analysis:

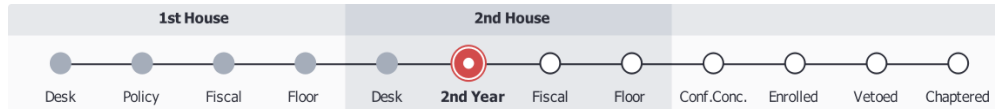
03/21/25 **A Floor Analysis** (text 03/12/25)

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:

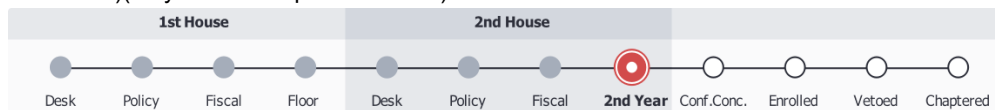
05/15/25 **A Floor Analysis** (text 04/29/25)

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)



Attachment: SBCTA Bill Report June 2026 (12117 : State Legislative Update)

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)

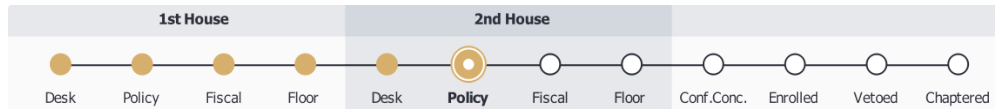
Priority: 1

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

Current Text: 05/27/2026 - Amended **HTML PDF**

Introduced: 02/05/2025

Status: 05/27/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.



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. This bill, the Advanced Air Mobility Infrastructure Act, would require the department, in coordination with specified agencies, to include advanced air mobility, as defined, in the next update to the California Transportation Plan prepared after January 1, 2027, and to establish a statewide working group to facilitate ongoing collaboration to explore California's role as a leader in the development and implementation of advanced air mobility, as specified. (Based on 05/27/2026 text)

Analysis:

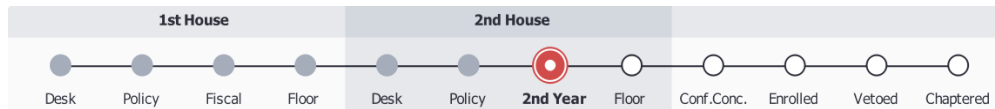
07/03/25 **S Transportation** (text 04/30/25)

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:

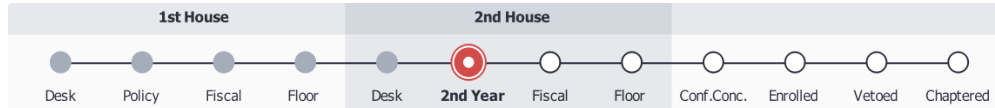
07/11/25 **S Appropriations** (text 02/06/25)

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

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

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:

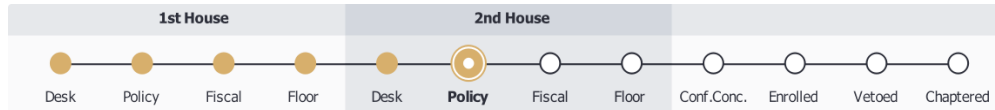
04/23/25 [A Floor Analysis](#) (text 04/21/25)

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)

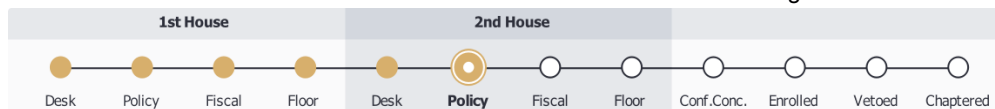
Priority: 1

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:

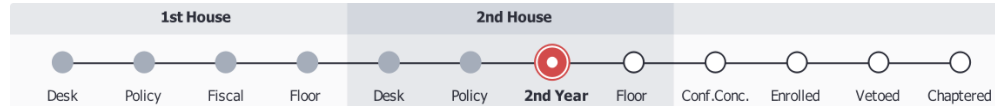
06/02/25 **A Floor Analysis** (text 06/02/25)

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:

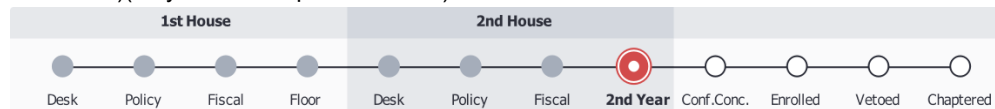
08/15/25 **S Appropriations** (text 07/14/25)

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)

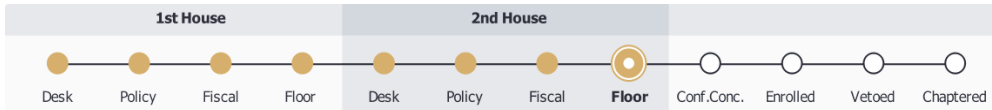
Priority: 1

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

Current Text: 04/10/2025 - Amended [HTML](#) [PDF](#)

Introduced: 02/18/2025

Status: 05/14/2026 - From committee: Do pass. (Ayes 5. Noes 0.) (May 14). Read second time. Ordered to third reading.



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 Serma, Jr. Farmworker Housing Grant Program. (Based on 04/10/2025 text)

Analysis:
05/17/26 **S Floor Analyses** (text 04/10/25)

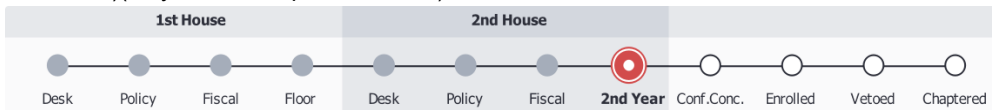
Priority: 1

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)

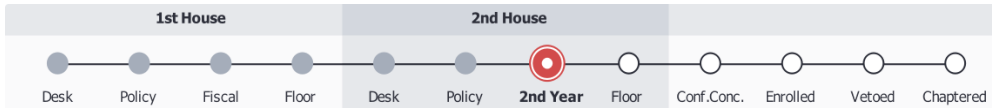
AB 902 **(Schultz, D) Transportation projects: barriers to wildlife movement.**

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 June 2026 (12117 : 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)

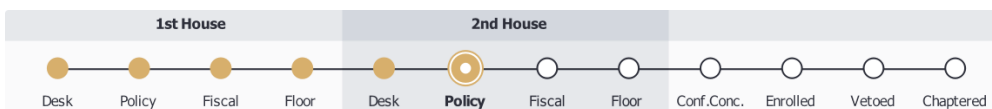
Analysis:
06/26/25 **S Housing** (text 04/21/25)

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: 05/06/2026 - Referred to Com. on HOUSING.



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)

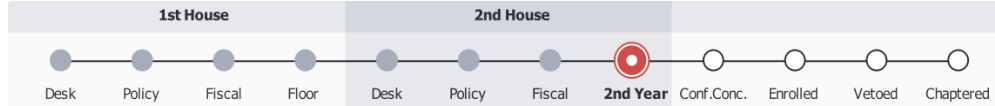
Analysis:
01/23/26 **A Floor Analysis** (text 01/15/26)

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

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

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)

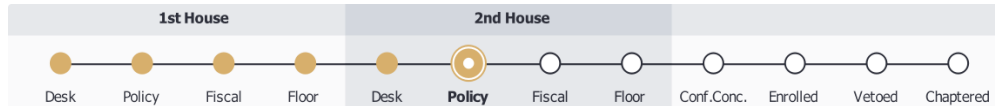
Priority: 1

AB 956 (Quirk-Silva, D) Accessory dwelling units and junior accessory dwelling units.

Current Text: 05/27/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/20/2025

Status: 05/27/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.



Summary: The Planning and Zoning Law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned for single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Existing law also provides for the creation of junior accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in single-family residential zones in accordance with specified standards and conditions. Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law defines "common interest development" for purposes of the act to include, among other things, a planned development and a condominium project. Existing law makes void and unenforceable any covenant, restriction, or condition contained in any instrument affecting the transfer or sale of any interest in a planned development, and any provision of a governing document, that effectively prohibits or unreasonably restricts the construction or use of an accessory dwelling unit or junior accessory dwelling unit on a lot zoned for single-family residential use that meets the above-described standards and conditions for those units. This bill would expand the provision that makes void and unenforceable any covenant, restriction, or condition contained in any instrument affecting the transfer or sale of any interest in a planned development to include any covenant, restriction, or condition contained in an instrument affecting the transfer or sale of any interest in a common interest development. (Based on 05/27/2026 text)

Analysis:

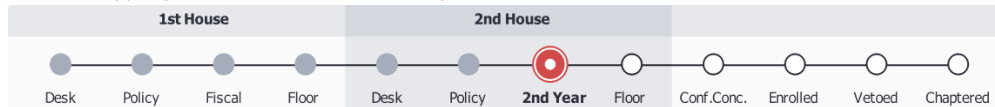
05/15/25 [A Floor Analysis](#) (text 03/17/25)

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

Attachment: SBCTA Bill Report June 2026 (12117 : State Legislative Update)

program for the preapproval of accessory dwelling unit plans. This bill would require each local agency, as defined, to develop a program for the preapproval of single-family and multifamily residential housing plans, whereby the local agency accepts single-family and multifamily plan submissions for preapproval and approves or denies the preapproval applications, as specified. The bill would require a large jurisdiction, as defined, to develop this program by July 1, 2026, and a small jurisdiction, as defined, to develop a program by January 1, 2028. The bill would authorize a local agency to charge a fee to an applicant for the preapproval of a single-family or multifamily residential housing plan, as specified. The bill would require the local agency to post preapproved single-family or multifamily residential housing plans and the contact information of the applicant on the local agency's internet website. The bill would require an application for preapproval to include a statement by the applicant that the applicant has sufficient authority, license, or ownership interest in the plan to submit the plan for preapproval and, if approved, posted as described above. This bill would prohibit the preapproval program from applying to single-family or multifamily residential housing plans intended for use in certain communities and developments, as specified. The bill would require a local agency to either approve or deny an application for a single-family or multifamily residential housing unit, both as defined, within 30 days if the lot meets certain conditions and the application utilizes either a single-family or multifamily residential housing unit plan preapproved within the current triennial California Building Standards Code rulemaking cycle or a plan that is identical to a plan used in an application for a single-family or multifamily residential housing unit approved by the local agency within the current triennial California Building Standards Code rulemaking cycle. (Based on 08/18/2025 text)

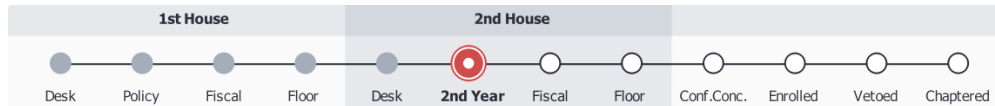
Analysis:
08/22/25 **S Appropriations** (text 08/18/25)

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)

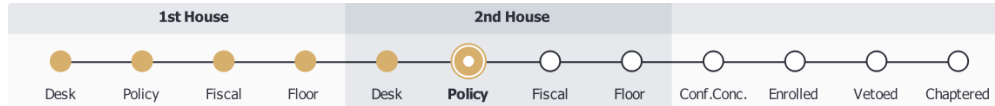
Priority: 1

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:

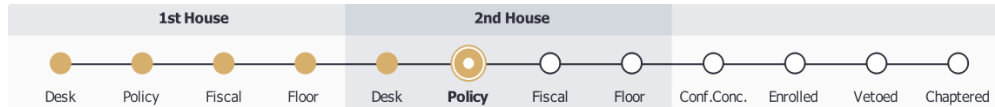
06/26/25 **S Housing** (text 06/12/25)

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)

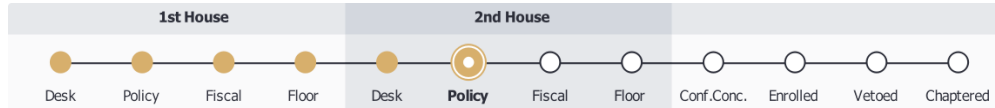
Priority: 1

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: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.



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:

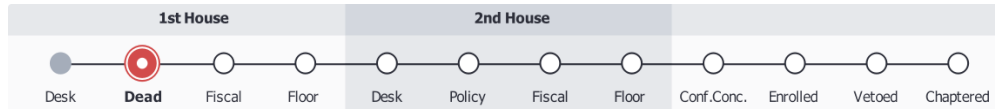
05/20/26 [A Floor Analysis](#) (text 01/16/26)

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)



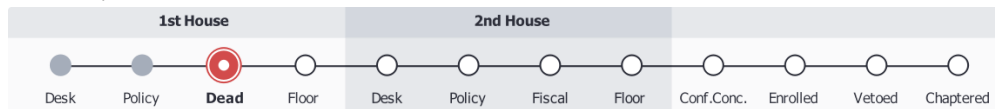
Summary: Existing law creates the Metro Gold Line Foothill Extension Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of a light rail project extending from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the 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: 05/14/2026 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/6/2026)



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:

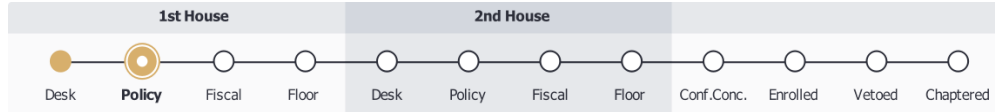
05/05/26 [A Appropriations](#) (text 04/06/26)

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.



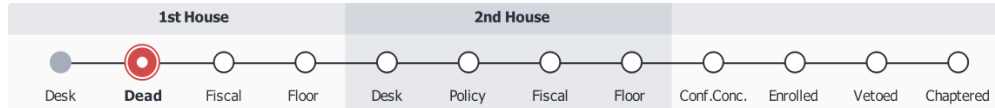
Summary: The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for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

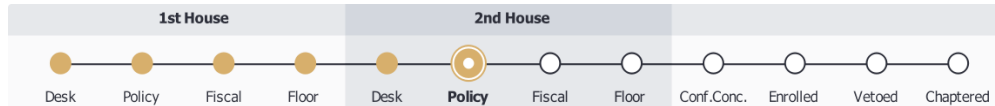
04/14/26 [A Local Government](#) (text 03/19/26)

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: 05/20/2026 - Referred to Com. on L. GOV.



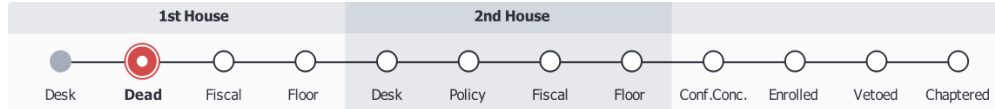
Summary: Existing law establishes a program to allow counties to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes counties to use a best value construction contracting method to award individual annual contracts, 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:
05/08/26 **A Floor Analysis** (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)

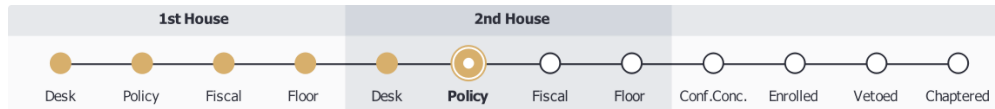


Summary: Would prohibit the State Air Resources Board from adopting any regulation or rule that would add more than \$0.02 to the cost of a gallon of gasoline or add \$2,000 or more to the cost to build any home. The bill would require the state board to submit data to the relevant policy committees 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: 05/22/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.



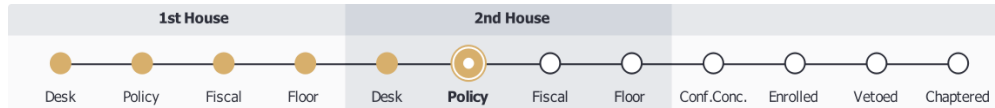
Summary: The Planning and Zoning Law authorizes a state or local public agency to authorize a governmental entity, a special district, a nonprofit organization, a for-profit entity, a person, or another entity to hold title to and manage an interest in property held for mitigation purposes, subject to 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:
05/20/26 **A Floor Analysis** (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: 05/22/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 67. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.



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:

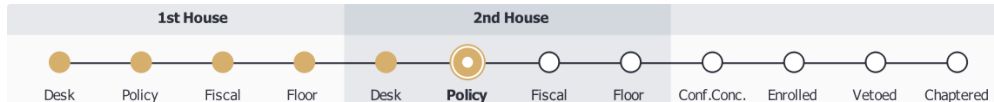
05/20/26 **A Floor Analysis** (text 04/22/26)

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

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

Introduced: 02/11/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.



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: 05/06/2026 - Referred to Coms. on L. GOV. and L., P.E. & R.



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:

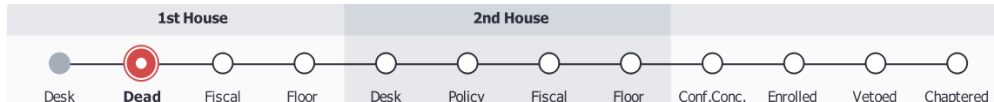
04/08/26 **A Floor Analysis** (text 04/06/26)

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

Attachment: SBCTA Bill Report June 2026 (12117 : State Legislative Update)

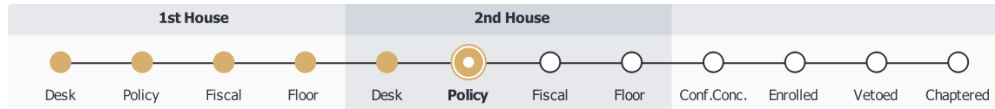
rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way. (Based on 02/11/2026 text)

AB 1859 (Ortega, D) Public works.

Current Text: 05/18/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/11/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.



Summary: Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works. Existing law defines “public works,” for the purposes of regulating public works contracts as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law makes any officer, agent, or representative of the state or of any political subdivision who willfully violates specified provisions, including providing notice of certain public works projects, as specified, to the Department of Industrial Relations, guilty of a misdemeanor. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. This bill would require an awarding body or owner to give reasonable access, as defined, to representatives of a joint-labor management committee in order to monitor compliance with the prevailing wage and apprenticeship requirements. The bill would authorize an awarding body, owner, contractor, or subcontractor to deny or revoke access to the committee’s representative if the representative fails or refuses to comply with job site safety requirements, as specified. 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 05/18/2026 text)

Analysis:

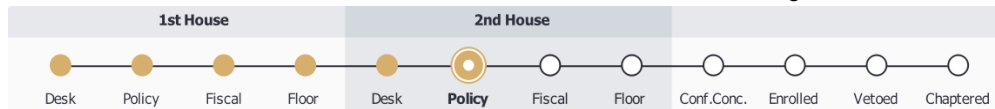
05/20/26 [A Floor Analysis](#) (text 05/18/26)

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

Current Text: 05/19/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/12/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.



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 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. (Based on 05/19/2026 text)

Analysis:

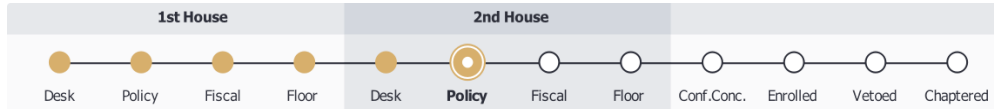
05/20/26 [A Floor Analysis](#) (text 05/18/26)

AB 1903 (Wicks, D) Construction defects.

Current Text: 05/18/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/12/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.



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 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 05/18/2026 text)

Analysis:

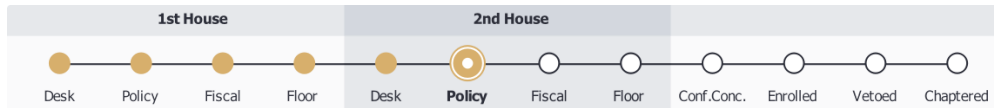
05/20/26 [A Floor Analysis](#) (text 05/18/26)

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

Current Text: 05/18/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/17/2026

Status: 05/27/2026 - 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. 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 05/18/2026 text)

Analysis:

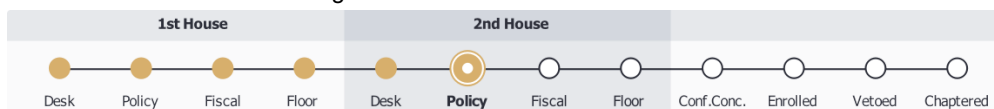
05/20/26 [A Floor Analysis](#) (text 05/18/26)

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: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 68. Noes 1.) In Senate. Read first time. To Com. on RLS. for assignment.



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

Attachment: SBCTA Bill Report June 2026 (12117 : State Legislative Update)

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)

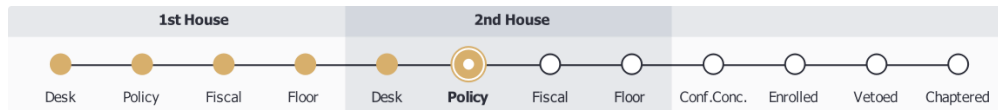
Analysis:
05/20/26 [A Floor Analysis](#) (text 02/17/26)

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

Current Text: 02/17/2026 - Introduced [HTML PDF](#)

Introduced: 02/17/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.



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)

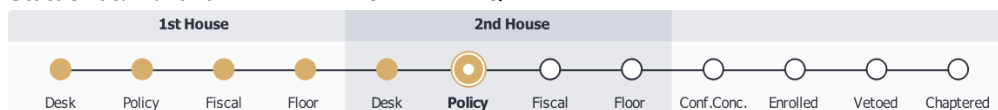
Analysis:
05/20/26 [A Floor Analysis](#) (text 02/17/26)

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: 05/27/2026 - Referred to Com. on E.Q.



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)

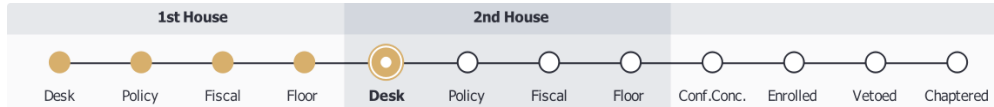
Analysis:
05/15/26 [A Floor Analysis](#) (text 04/22/26)

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: 05/28/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 64. Noes 6.)



Summary: The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts 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:

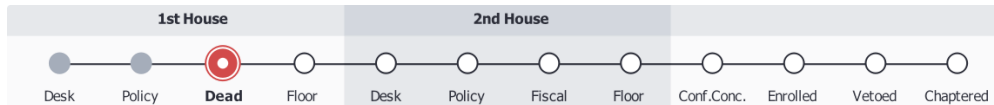
05/20/26 [A Floor Analysis](#) (text 04/09/26)

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

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

Introduced: 02/18/2026

Status: 05/14/2026 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/6/2026)



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:

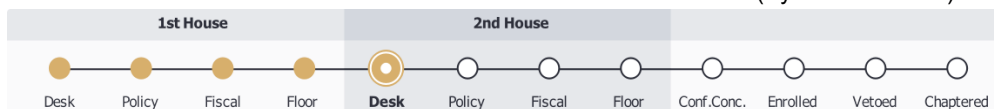
05/05/26 [A Appropriations](#) (text 04/08/26)

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: 05/28/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 70. Noes 1.)



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 disposition into a local housing-specific set-aside account, as provided. (Based on 04/16/2026 text)

Analysis:

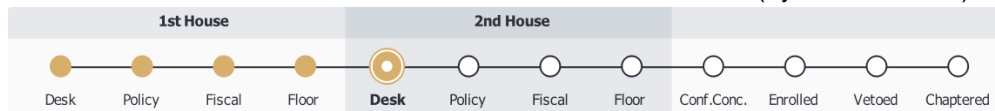
05/15/26 **A Floor Analysis** (text 04/16/26)

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

Current Text: 05/18/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/18/2026

Status: 05/28/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 58. Noes 20.)



Summary: Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would, on and after January 1, 2028, 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 05/18/2026 text)

Analysis:

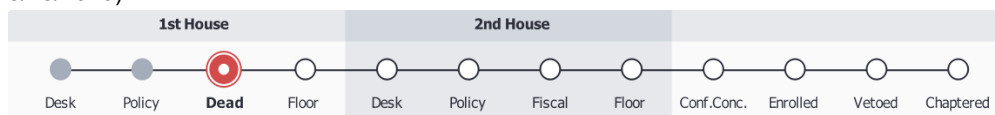
05/20/26 **A Floor Analysis** (text 05/18/26)

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

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

Introduced: 02/19/2026

Status: 05/14/2026 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/13/2026)



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:

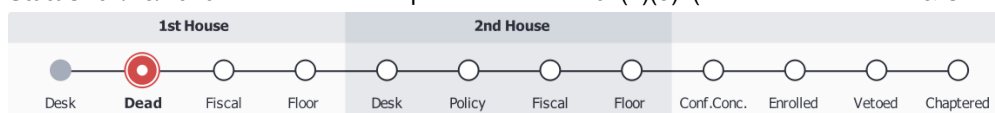
05/12/26 **A Appropriations** (text 03/24/26)

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

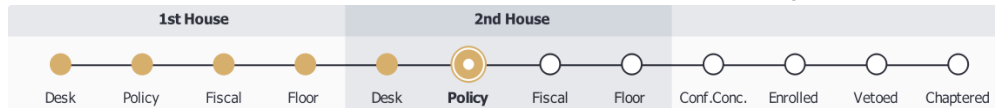
cities and counties within the region or within the subregion, as provided. Current law also requires each council of governments and delegate subregion, as applicable, to adopt a final allocation of regional housing needs to each local government in the region or subregion, where applicable, and the 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: 05/18/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/19/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.



Summary: For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected need for housing, 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 plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. 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 05/18/2026 text)

Analysis:

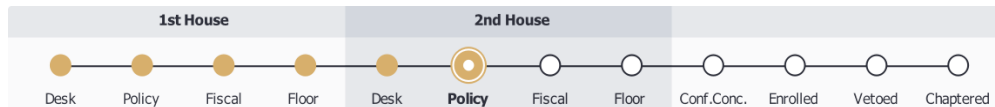
05/20/26 [A Floor Analysis](#) (text 05/18/26)

AB 2372 (Hoover, R) Vehicles: tolls.

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

Introduced: 02/19/2026

Status: 05/27/2026 - Referred to Com. on TRANS.



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:

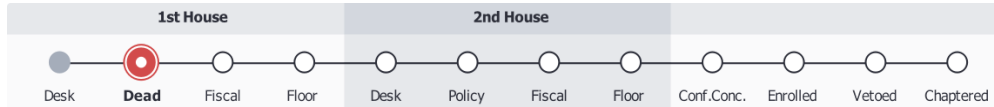
05/05/26 [A Appropriations](#) (text 04/06/26)

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)



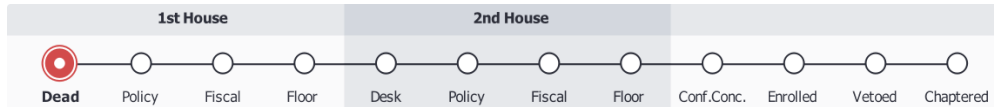
Summary: Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law provides that an agency is not required to follow certain requirements for the disposal of surplus land for “exempt surplus land,” as defined. Under existing law, “exempt surplus land” includes 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)

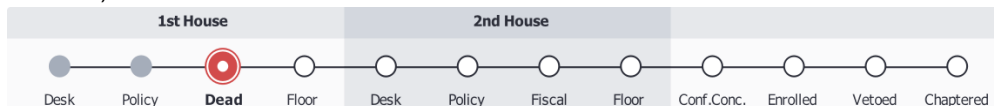
Priority: SPOT

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

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

Introduced: 02/20/2026

Status: 05/14/2026 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/6/2026)



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:

05/05/26 [A Appropriations](#) (text 03/26/26)

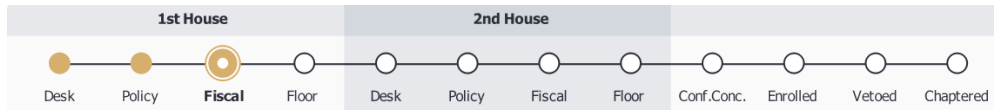
AB 2552 (Ávila Farías, D) California Environmental Quality Act: Transit-Oriented Development Implementation Fund: contributions.

Attachment: SBCTA Bill Report June 2026 (12117 : State Legislative Update)

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:

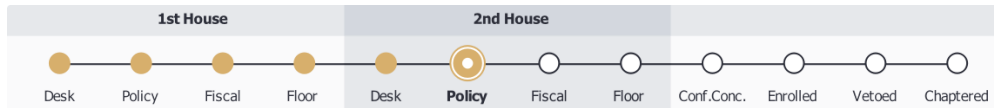
04/27/26 [A Housing And Community Development](#) (text 04/16/26)

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

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

Introduced: 02/20/2026

Status: 05/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.



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:

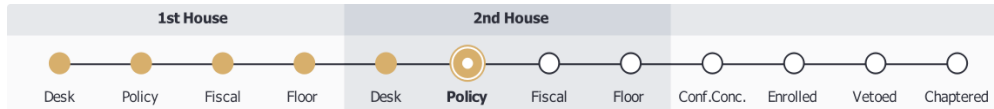
05/20/26 [A Floor Analysis](#) (text 04/15/26)

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)

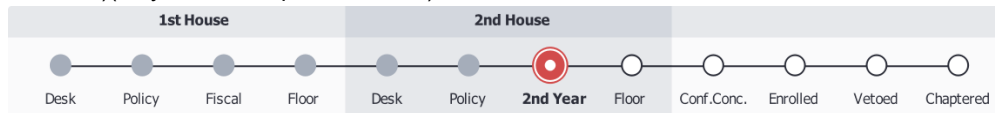
SB 74

(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)

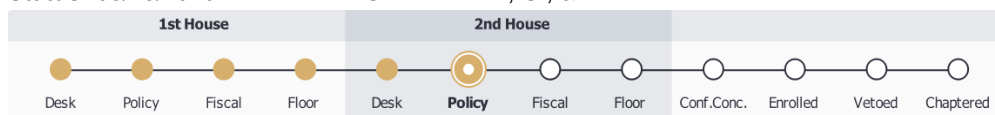
SB 247

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

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

Introduced: 01/30/2025

Status: 05/18/2026 - Referred to Com. on E.D., G., & H.I.



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)

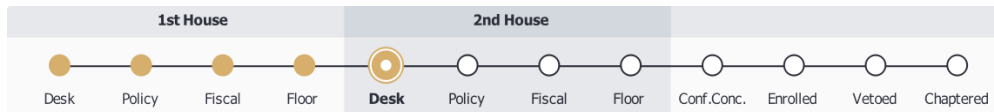
Attachment: SBCTA Bill Report June 2026 (12117 : State Legislative Update)

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

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 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:

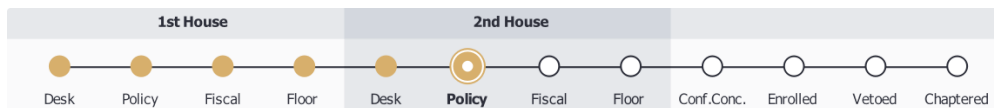
01/21/26 [S Floor Analyses](#) (text 01/14/26)

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:

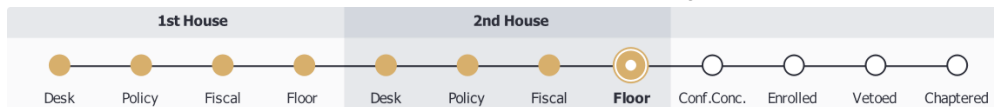
05/27/25 [S Floor Analyses](#) (text 05/23/25)

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

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

Introduced: 02/18/2025

Status: 05/18/2026 - Read second time. Ordered to third reading.



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:
05/20/26 **A Floor Analysis** (text 01/22/26)

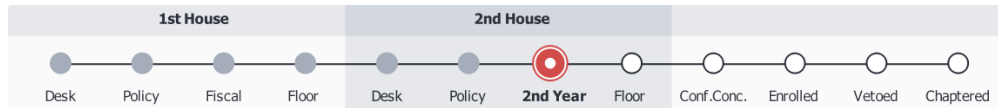
Priority: 1

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)

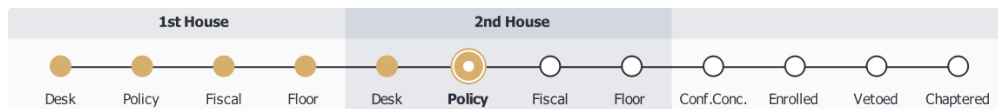
Priority: 1

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)

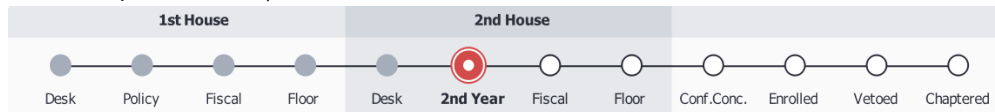
SB 549 (Allen, D) Local government: Second Neighborhood Infill Finance and Transit Improvements Act: Resilient Rebuilding Authority for the Los Angeles Wildfires.

Current Text: 06/23/2025 - Amended **HTML PDF**

Attachment: SBCTA Bill Report June 2026 (12117 : State Legislative Update)

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 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:

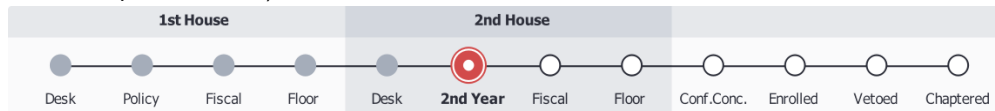
07/15/25 **A Local Government** (text 06/23/25)

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)

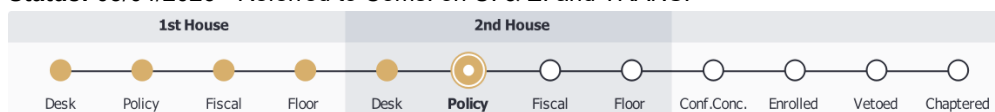
Priority: 1

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

Attachment: SBCTA Bill Report June 2026 (12117 : State Legislative Update)

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:

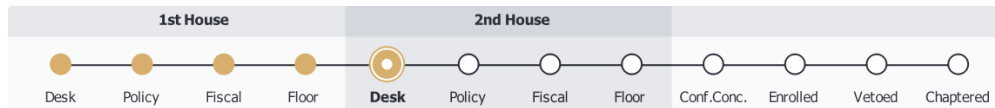
01/26/26 [S Floor Analyses](#) (text 01/22/26)

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:

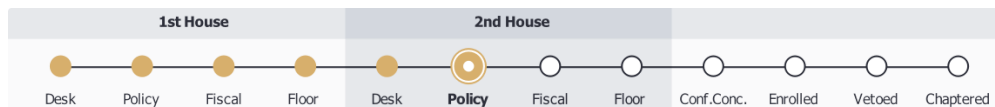
01/21/26 [S Floor Analyses](#) (text 01/08/26)

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)

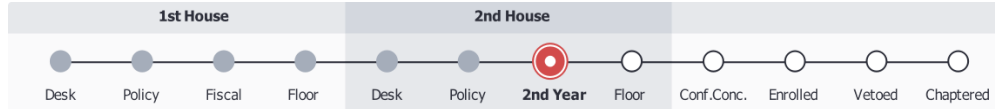
Analysis:
01/21/26 [S Floor Analyses](#) (text 01/15/26)

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)

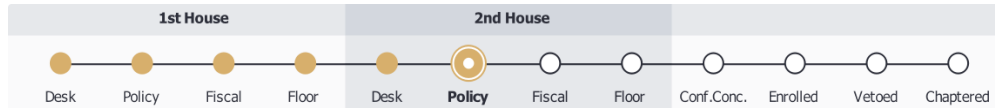
Analysis:
08/18/25 [A Appropriations](#) (text 07/17/25)

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)

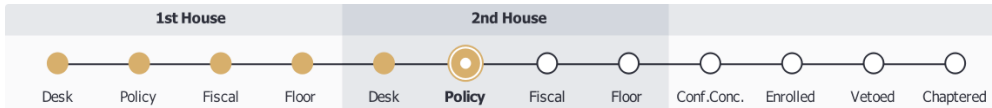
SB 802 (Ashby, D) Housing finance and development: Sacramento Area Housing and Homelessness Agency: Multifamily Housing Program: Homekey: Homeless Housing, Assistance, and Prevention program.

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)

Attachment: SBCTA Bill Report June 2026 (12117 : State Legislative Update)



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:

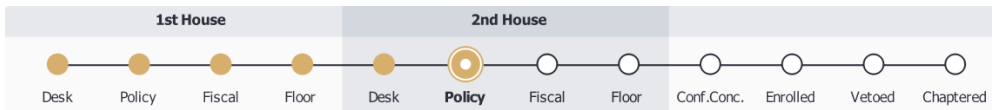
07/15/25 **A Housing And Community Development** (text 06/23/25)

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: 05/18/2026 - Referred to Coms. on E.M and L. GOV.



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:

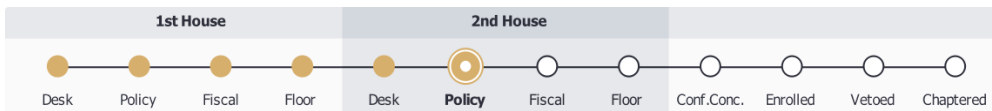
01/23/26 **S Floor Analyses** (text 01/05/26)

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: 05/18/2026 - Referred to Coms. on NAT. RES. and U. & E.



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:

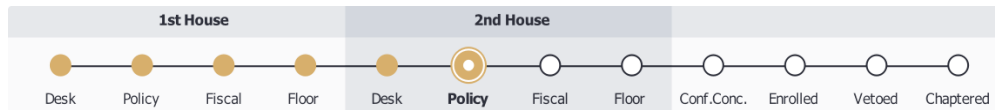
04/29/26 **S Floor Analyses** (text 02/09/26)

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

Current Text: 05/14/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/10/2026 (Spot bill)

Status: 05/26/2026 - Referred to Coms. on TRANS. and P. & C.P.



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 or locating an individual who has been reported as missing to a law enforcement agency. (Based on 05/14/2026 text)

Analysis:

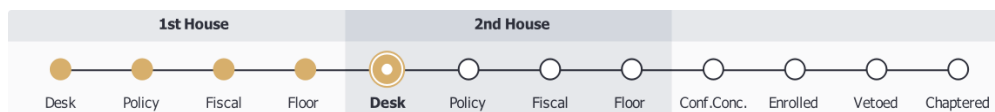
05/18/26 **S Floor Analyses** (text 05/14/26)

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

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

Introduced: 02/12/2026

Status: 05/22/2026 - Read third time. Passed. (Ayes 33. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



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:

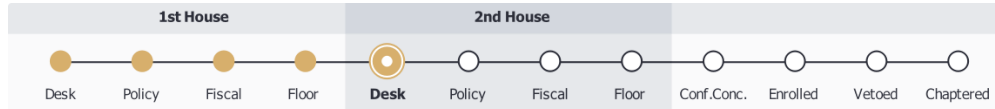
05/16/26 **S Floor Analyses** (text 04/23/26)

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

Current Text: 05/22/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/13/2026

Status: 05/27/2026 - Amendments by Senator Strickland tabled on motion of Senator Ashby. (Ayes 30. Noes 9.) Read third time. Passed. (Ayes 29. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



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 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,” the bill would expand the duties of districts in the preparation of community emissions reduction programs, thereby imposing a state-mandated local program. (Based on 05/22/2026 text)

Analysis:

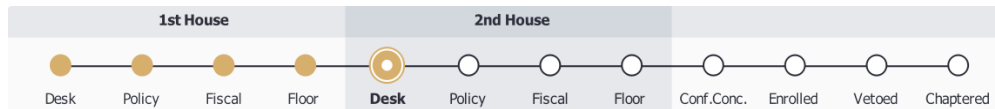
05/26/26 **S Floor Analyses** (text 05/22/26)

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: 05/27/2026 - Read third time. Passed. (Ayes 31. Noes 3.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



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:

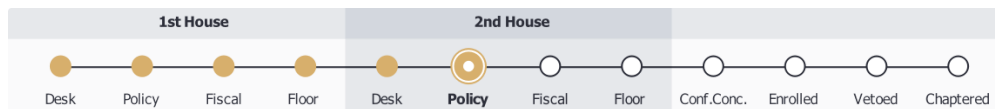
05/14/26 **S Floor Analyses** (text 04/09/26)

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

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

Introduced: 02/13/2026

Status: 05/26/2026 - Referred to Coms. on H. & C.D. and JUD.



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)

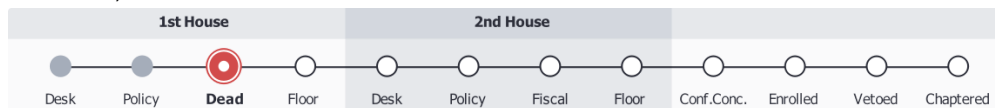
Analysis:
05/16/26 **S Floor Analyses** (text 04/06/26)

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: 05/14/2026 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 4/27/2026)



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)

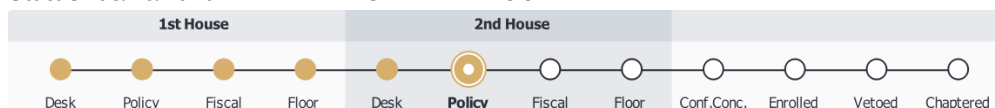
Analysis:
04/27/26 **S Appropriations** (text 04/06/26)

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: 05/26/2026 - Referred to Coms. on L. GOV. and NAT. RES.



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)

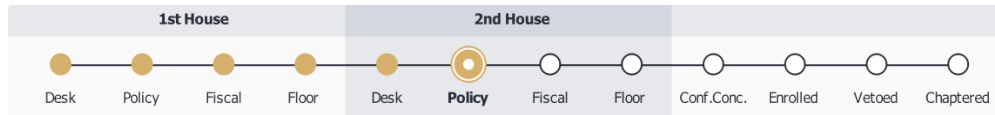
Analysis:
05/16/26 **S Floor Analyses** (text 04/28/26)

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

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

Introduced: 02/18/2026

Status: 05/18/2026 - Referred to Coms. on INS. and L. GOV.



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 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:

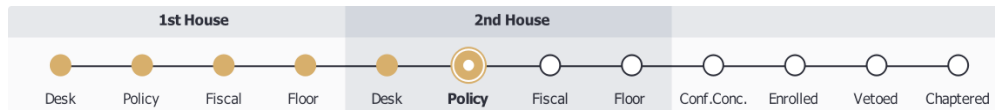
04/24/26 [S Floor Analyses](#) (text 02/18/26)

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

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

Introduced: 02/19/2026

Status: 05/18/2026 - Referred to Com. on L. GOV.



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:

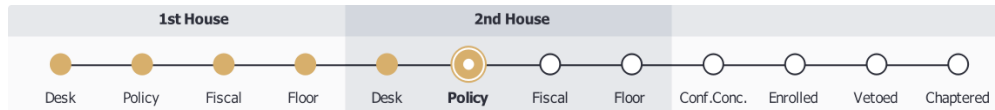
05/01/26 [S Floor Analyses](#) (text 02/19/26)

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

Current Text: 05/14/2026 - Amended [HTML](#) [PDF](#)

Introduced: 02/19/2026

Status: 05/26/2026 - Referred to Coms. on TRANS. and W., P., & W.



Summary: Existing law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system and requires Caltrans to improve and maintain the state highways. Existing law requires Caltrans, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for wildlife connectivity assets that reflect the need for new assets and conditions of existing assets that improve or maintain the connectivity of wildlife crossings on the state highway system. (Based on 05/14/2026 text)

Attachment: SBCTA Bill Report June 2026 (12117 : State Legislative Update)

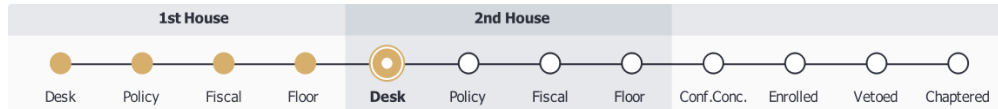
Analysis:
05/18/26 **S Floor Analyses** (text 05/14/26)

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

Current Text: 04/06/2026 - Amended **HTML PDF**

Introduced: 02/20/2026

Status: 05/22/2026 - Read third time. Passed. (Ayes 33. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



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)

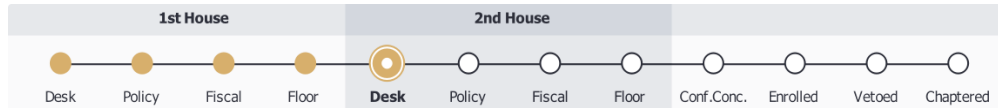
Analysis:
05/16/26 **S Floor Analyses** (text 04/06/26)

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: 05/20/2026 - In Assembly. Read first time. Held at Desk.



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)

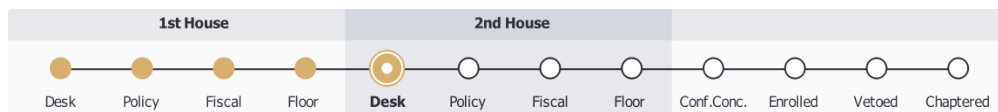
Analysis:
05/01/26 **S Floor Analyses** (text 04/29/26)

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

Current Text: 05/14/2026 - Amended **HTML PDF**

Introduced: 02/20/2026

Status: 05/27/2026 - Read third time. Passed. (Ayes 29. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



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 05/14/2026 text)

Attachment: SBCTA Bill Report June 2026 (12117 : State Legislative Update)

Analysis:
05/27/26 **S Floor Analyses** (text 05/14/26)

Total Measures: 93
Total Tracking Forms: 93

Minute Action

AGENDA ITEM: 3

Date: *June 10, 2026*

Subject:

Federal Legislative Update

Recommendation:

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

- Transportation; and
- Council of Governments.

Background:

Surface Transportation Act Reauthorization

On May 21, 2026, the House Transportation and Infrastructure (T&I) Committee released the text of the long-awaited Surface Transportation Act Reauthorization. The bill (H.R. 8870) is titled the *Building Unrivaled Infrastructure and Long-term Development for America's 250th Act*, or the "BUILD America 250" Act. The bill covers fiscal year (FY) 2027 to FY 2031. The T&I Committee passed the bill on May 22, 2026.

Overall, the bill's focus is on more traditional highway funding and away from climate initiatives under the Infrastructure Investment and Jobs Act. One aspect worth noting is that Section (§) 1332 specifically recognizes the historic and economic significance of Route 66 and formally acknowledges the Route 66 Centennial in 2026. Although largely a "Sense of Congress" provision, it strengthens the policy narrative for discretionary grant applications tied to tourism, economic development, cultural preservation, and corridor modernization associated with the Route 66 Centennial effort within San Bernardino County.

Some other notable changes in this bill from the previous surface transportation act are included below:

Federal-Aid Highways Program (FAHP)

Core FAHP authorization (Highway Trust Fund, non-Mass Transit Account):

- FY 2027: \$56.93 billion
- FY 2028: \$57.53 billion
- FY 2029: \$58.69 billion
- FY 2030: \$59.79 billion
- FY 2031: \$60.94 billion

This funds the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Program, and the renamed National Highway Freight and High Priority Corridor Program. Total obligation limitation rises from \$72.27 billion (FY27) to \$77 billion (FY31).

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

Bridges - \$56 billion over 5 years

A new formula-based “Grants for Rebuilding America's Vital Engineering Structures” program replaces §124, \$9.2 billion/year.

- Each state would receive a \$75 million base, with the remainder distributed by bridge deck area / poor-condition deck area on both all-public-road and National Highway System (NHS) bases.
- Includes a 20% set-aside for off-system bridges.
- A new 25% set-aside for a competitive locally-owned bridge process.
- 3% Tribal set-aside.
- 95% federal share for locally-owned and Tribal off-system bridges.

A new Competitive Bridge Completion Program

- \$2 billion/year from the General Fund for NHS bridges; minimum \$50 million grants, 50% federal cost share.
- \$200 million/year set-aside for the competitive National Culvert Removal, Replacement, and Restoration Grant Program.

New and Expanded Programs

- **Surface Transportation Accelerator Grant (STAG) program (new, §1124)**
 - \$2.4 billion/year. Split: 50% local/regional, 25% rural, 25% urban. Includes a 15% set-aside for rural states with high lane-departure fatality rates, a 10% set-aside for projects supporting agricultural freight, and a 5% set-aside for small communities (populations less than 5,000).
- **Safe Streets and Roads for All** is codified and increased
 - \$500 million (FY27), then growing to \$1 billion (FY31).
 - 30% rural set-aside.
 - Planning set-aside reduced to 5%.
 - Federal cost-share parity with other safety programs.
- **Nationally Significant Multimodal Freight and Highway Projects**
 - \$1.2 billion/year (General Fund).
 - Opens eligibility to Metropolitan Planning Organizations serving areas with greater than 50,000 population (down from 200,000).
 - Eliminates the 30% multimodal cap.
 - Lowers small-project set-aside to 10%.
 - Raises small-project threshold to \$10 million.
 - Adds a limited authority for the Federal share to go up to 100% on up to 5 projects/year (with a \$30 million cap) when projects are stalled awaiting permits.

- **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program**
 - Continues at \$500 million/year, but the formula component is eliminated. It will now fund competitive grants only.
- **Wildlife Crossings Pilot**
 - \$80 million/year; 75% rural minimum.
- **Truck Parking Pilot Program (new §180)**
 - \$150 million/year for 5 years.
 - Codifies and improves “Jason's Law” as a competitive grant program, promoting safe, long-term parking for commercial motor vehicles on the NHS.
- **Nationally Significant Federal Lands and Tribal Projects**
 - \$55 million/year.
 - Minimum project cost lowered from \$12.5 million to \$5 million.
- **Transportation Infrastructure Finance Innovation Act**
 - \$250 million/year for credit subsidy.

Consolidated State Block Grant Program (new, §3006)

- States can opt to receive a lump-sum allocation for rural and urbanized-area transit, with designated recipients allowed to opt in or out.
- Primary urbanized areas continue to receive direct Federal Transit Administration formula funding.

Capital Investment Grants (CIG) overhaul (§3007)

- “Small Starts” renamed “Streamlined Starts,” with raised maximum federal assistance to capture most Bus Rapid Transit projects.
- Core capacity expanded to include projects that reduce passenger travel time (including for wheelchair users).
- Project sponsors must initiate National Environmental Protection Act (NEPA) and complete 30% design before entering Project Development.
- Rating boost for projects that promote housing development along the project route.
- Expedited Project Delivery program codified with award raised to 40% of net capital cost; state-of-good-repair elements newly eligible.

Consolidated Competitive Ferry Program

- Replaces several passenger ferry programs.
- \$125 million set-aside for urban ferries.
- \$25 million/year for rural and insular ferries.

Innovative Coordinated Access and Mobility

- Codified, with new eligibility for Veterans Affairs related access projects.

The Transit Workforce Development Center would be codified.

National Highway Freight Program renamed to add “and High Priority Corridor.”

- Redesignation cap on Primary Highway Freight System raised to 5% (from 3%).
- States must designate critical rural freight corridors.

Mega Grants (National Infrastructure Project Assistance)

- Expanded eligibility to lessees of federal surface transportation hubs and public transit projects eligible for CIG in large urbanized areas.
- “Innovative construction materials” and “population growth impact” added as evaluation criteria.
- Congressional notification reduced from 30 days to 3.
- Set-aside for \$100 million – \$500 million projects reduced from 50% to 25%.

Better Utilizing Investments to Leverage Development Grants (Local and Regional Project Assistance)

- Updates “area of persistent poverty” with new census data and includes Qualified Opportunity Zones.
- Opens eligibility to lessees of federal surface transportation hubs.
- Requires that projects be able to begin construction within 18 months.
- Provides pre-award authority. Government Accountability Office biennial review required.

Rural and Tribal Infrastructure Advancement Pilot, extended through October 1, 2031.

Programs eliminated:

- Carbon Reduction Program (§175), repealed (§1125).
- Neighborhood Access and Equity Grant Program, repealed (§1324).
- Reduction of Truck Emissions at Port Facilities and Healthy Streets programs, repealed.
- Environmental Review Implementation Funds program, terminated.

NEPA Changes

- One Federal Decision codification expanded.
- Single modal lead agency designation.
- Time-and-page-limit clarifications.
- Statute of limitations extension to rail projects.
- Expanded categorical exclusions (CE) (raised CE thresholds to \$12 million Federal/\$70 million total, up from \$6 million/\$35 million).

Legislative Policy Committee Agenda Item

June 10, 2026

Page 5

- State and transit-agency NEPA assignment extended to 10-year renewal terms, and assumption of CEs by certain transit agencies.

Attachment A contains a summary of key sections of H.R. 8870.

Financial Impact:

This item has no financial impact on the adopted 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: June 10, 2026

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

ATTACHMENT A



COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

SAM GRAVES, CHAIRMAN
RICK LARSEN, RANKING MEMBER

H.R. 8870, *BUILD America 250 Act*

Section 1. Short title; table of contents.

This section provides the title of the bill as the “Building Unrivaled Infrastructure and Long-term Development for America’s 250th Act” or the “BUILD America 250 Act.” This section also provides the table of contents for the bill.

Section 2. Definitions.

This section provides definitions for the bill, including that the “Comptroller General” means the Comptroller General of the United States. It also provides that “Department,” unless otherwise provided, means the United States Department of Transportation, and “Secretary,” unless otherwise provided, means Secretary of Transportation.

Section 3. Effective date.

This section provides that the bill, including amendments made by the bill, takes effect on October 1, 2026, unless otherwise provided.

Section 4. Automatic execution of conforming changes.

This section ensures that amendments to section headings in title 23 and 49 of United States Code and other transportation-related laws are automatically reflected in the tables of contents of such titles or laws without needing an additional clerical amendment.

Title I – Federal-Aid Highways

Subtitle A – Authorizations and Programs

Section 1101. Authorization of appropriations.

This section authorizes contract authority to be appropriated from the Highway Trust Fund for the Federal-aid highway program (FAHP) and additional highway programs for fiscal year (FY) 2027 through FY 2031. It also includes authorizations from the General Fund for several programs from FY 2027 through FY 2031.

Section 1102. Obligation limitation.

This section establishes the obligation limitation for the FAHP and highway safety construction programs for FY 2027 through FY 2031 and specifies funds that are exempt from such limitations. This section also provides for how obligation limitation is to be distributed.

Section 1103. Definitions.

This section provides a definition for the term “digital infrastructure.” It also expands the definition of “operating costs for traffic monitoring, management, and control,” to include backup power systems, ensuring such projects are eligible under the Surface Transportation Block Grant (STBG) program.

Section 1104. Apportionment.

This section updates administrative expenses for the Federal Highway Administration (FHWA) and prescribes the apportionment of Federal highway funds, including how funds are to be divided across programs when apportioned to the states.

Section 1105. Nationally significant multimodal freight and highway projects.

This section makes changes to the Nationally Significant Multimodal Freight and Highway Projects (INFRA) program, including by broadening program eligibility to metropolitan planning organizations (MPOs) serving urbanized areas with a population of at least 50,000. This section also eliminates the 30 percent cap on multimodal projects.

Section 1106. National highway performance program.

This section makes changes to the National Highway Performance Program (NHPP), including requiring the Secretary to determine compliance of asset management plans every two years, up from every year. This section also makes changes intended to allow for mitigation to occur at a regional level.

Section 1107. Federal share.

This section amends current law to allow for an increased Federal share for rail-highway grade crossing improvements, as well as activities eligible under the Metropolitan Planning Program (MPP).

Section 1108. Bridge programs.

This section authorizes formula and competitive programs to fund bridge improvement projects. Under the formula program established in this section, each state, the District of Columbia, and Puerto Rico will receive an annual apportionment based on several factors. The formula program includes a three percent set-aside for Tribal bridges. To address off-system bridges, the formula program requires that states set-aside 20 percent of annual funding amounts for such projects. The program also requires that states set-aside 25 percent of funds to run a competitive process to fund locally-owned bridge projects. The program provides that states may count off-system bridge projects funded by the set-aside for locally-owned bridges towards the off-system set-aside. Under the formula program, the Federal share for locally-owned bridges is 95 percent. This section also authorizes a competitive program to provide grants to improve the safety, efficiency, reliability, capacity, and utility of bridges on the National Highway System. The program stipulates that grant amounts shall be not less than \$50 million and that the Federal share of any project shall not exceed 50 percent. This section directs the Secretary to consider several factors when providing grants under this section, including the average daily person and freight throughput expected to be supported by the project, the safety benefits of the project, the national or regional economic benefits of the project, geographic diversity, and the extent to which the project is for a bridge in poor condition or at risk of falling into poor condition, among other considerations. Under the program, projects may be carried out through a multiyear grant agreement.

Section 1109. Emergency relief.

This section makes changes to the Emergency Relief (ER) program intended to ensure resilience improvements are eligible under the program. It also stipulates that projects advance to the construction obligation stage within three fiscal years after either the date on which a Governor declares an emergency or the President declares a major disaster (whichever is later). It provides that the Secretary may extend this deadline if a Governor provides suitable justification. This section directs the Secretary to extend the deadline if the Secretary finds a project is delayed due to a lack of necessary permits or approvals. Additionally, this section requires the ER manual to be updated to reflect changes made in this section and going forward, requires that the manual be updated not less frequently than once every three years.

Section 1110. Toll roads, bridges, tunnels, and ferries.

This section ensures that buses providing charter service receive the same treatment as transit buses with respect to toll facilities.

Section 1111. Railway-highway grade crossings.

This section extends the Railway-Highway Grade Crossings program from FY 2027 through FY 2031.

Section 1112. Surface transportation block grant program.

This section makes changes to the STBG program to include infrastructure improvements to existing facilities to withstand natural disasters and increase resilience. This section also provides a definition for a “low-water crossing.” This section also updates existing language intended to allow for Highway Safety Improvement Program (HSIP) funds to be counted towards the non-Federal share for a Transportation Alternatives (TA) project provided that certain conditions are met.

Section 1113. Transportation planning.

This section makes changes to the MPP, including by allowing for a project on a previously approved Transportation Improvement Plan (TIP) or State Transportation Improvement Plan (STIP) to be added, if the project is unchanged. This section also allows for additional uses of MPP funds, including for the fiscal administration of local projects, preliminary design, local technical assistance, studies directly linked to transportation, and critical data procurement. This section also requires the Secretary to establish a process to allow for MPOs to qualify as a direct recipient of MPP funding. Under the process, MPOs may apply on a rolling basis to become direct recipients, and will be evaluated on legal, technical, and financial capacity. The process includes a mechanism to provide access to the necessary Federal-aid financial management systems.

Section 1114. Highway use tax evasion projects.

This section extends the Highway Use Tax Evasion Projects program, which provides support for efforts to mitigate highway use tax evasion, through FY 2031.

Section 1115. National bridge and tunnel inventory and inspection standards.

This section updates a finding of Congress that the continuous improvement of bridge conditions in the United States is essential, as well as updates a requirement that the Secretary review state compliance with standards on a biennial basis. This section also adds language to allow bridge projects to be bundled under the bridge formula program established under the bill.

Section 1116. Construction of ferry boats and ferry terminal facilities.

This section reauthorizes the Ferry Boats and Ferry Terminal Facilities program from FY 2027 through FY 2031.

Section 1117. Highway safety improvement program.

This section makes changes to HSIP. It broadens eligibility under the program, including by adding bollards, infrastructure that connects two or more existing segments of roadway safety infrastructure improvements, and digital infrastructure technologies, such as digital alerting systems and electronic ticketing (or e-ticketing). This section also makes changes to emphasize the safety of roadway workers.

Section 1118. CMAQ program.

This section makes changes to the Congestion Mitigation and Air Quality Improvement (CMAQ) program, including by broadening eligibility to include projects that deploy advanced transportation and congestion management technologies and projects supporting digital infrastructure. This section requires states to obligate specified percentages of CMAQ funding on eligible alternative fueling projects for four years. This section also requires the Secretary to, not less frequently than every two years, update a table illustrating the cost-effectiveness of a range of projects eligible under the program for the consideration of states. Additionally, this section requires the Secretary to provide written notification to states and MPOs regarding the cost-effectiveness table and the requirement under the program that states and MPOs consider such information when selecting projects. It also repeals the Reduction of Truck Emissions at Port Facilities and Healthy Streets programs.

Section 1119. Safe streets and roads for all grant program.

This section codifies the Safe Streets and Roads for All grant program. This section makes further changes to the program by reducing the set aside for planning grants to five percent, adding a 30 percent set aside for rural communities, and providing parity with the Federal cost share of other safety projects.

Section 1120. Territorial and Puerto Rico highway program.

This section reauthorizes the Puerto Rico Highway Program and the Territorial Highway Program from FY 2027 through FY 2031.

Section 1121. HOV facilities.

This section makes changes to ensure buses providing scheduled or charter service are given the same treatment as transit buses for the purposes of high occupancy vehicle (HOV) facilities. It also permits public authorities to establish procedures to allow alternative fuel vehicles to utilize HOV facilities through FY 2031.

Section 1122. National highway freight and high priority corridor program.

This section makes changes to refocus the National Highway Freight Program (NHFP) to emphasize High Priority Corridors. It adds High Priority Corridors to the National Highway Freight Network (NHFN). This section increases the allowable redesignation mileage for the Primary Highway Freight System to not more than five percent of the total mileage of the system, up from three percent. When redesignating the Primary Highway Freight System, this section directs the Administrator to consider the movement of agricultural products and access to agricultural facilities. This section also requires states to designate critical rural freight corridors.

Section 1123. Wildlife crossings pilot program.

This section makes changes to the Wildlife Crossings Pilot Program, including increasing the minimum amount required to be obligated on rural projects to 75 percent and placing a limitation of not more than five percent of funds to be used on non-construction activities. It also requires the Secretary to submit to Congress an annual report on the program.

Section 1124. Surface transportation accelerator grant program.

This section establishes the Surface Transportation Accelerator Grant (STAG) discretionary program to fund surface transportation projects in local, regional, rural, and urban communities. Under the program, 50 percent of funding is for local and regional grants, 25 percent is for rural grants, and 25 percent is for urban grants.

The rural component defines a covered rural area as having a population of 50,000 or less and funds surface transportation projects in such areas. The rural component sets a minimum grant amount of \$5,000,000, while allowing the Secretary to use not more than 10 percent of available funds per fiscal year for grants with a smaller award size. The rural component includes a 15 percent set-aside for eligible projects located in states that have rural roadway fatalities due to lane departures greater than the average of all states. It also includes a 10 percent set-aside for eligible projects supporting the movement of agricultural products from rural areas, as well as a five percent set-aside for grants for eligible projects in small communities with a population of not more than 5,000.

The urban component defines a covered urban area as having a population of not less than 50,000 and funds surface transportation projects in such areas. The urban component sets a minimum grant amount of \$5,000,000, while allowing the Secretary to use not more than 10 percent of available funding per fiscal year for grants with a smaller award size.

The local and regional component defines a specified urban area as having a population of more than 200,000 and a specified rural area as those located outside of specified urban areas. The goal of the local and regional component is to fund eligible projects that will have a significant local or regional impact and improve surface transportation infrastructure. Under the local and regional component, grant amounts are specified as not less than \$5,000,000 for a specified urban area, not less than \$1,000,000 for a specified rural area, and are capped at \$25,000,000. This component also stipulates that a single state may not receive more than 15 percent of funds per fiscal year. The local and regional component requires that for each fiscal year, not more than

50 percent of funds shall be allocated for eligible projects in specified rural areas and not more than 50 percent of funds shall be allocated for eligible projects in specified urban areas.

Section 1125. Repeal of program.

This section repeals the Carbon Reduction Program.

Section 1126. PROTECT program.

This section makes changes to the PROTECT program by eliminating the formula funding component.

Section 1127. Codification and improvement of Jason's law.

This section creates a competitive grant program for projects that provide public parking for commercial motor vehicles (CMVs) to improve the safety of CMV drivers. Under the program, projects must be located on a Federal-aid highway or be a facility with reasonable access to a Federal-aid highway or freight facility. The Secretary is directed to select a project for a grant only if the Secretary determines that: there is a shortage of CMV parking capacity in the corridor in which the project is located; the eligible entity has consulted with motor carriers, CMV drivers, public safety officials and private providers of CMV parking; that the project will likely increase the availability or utilization of CMV parking, facilitate the movement of freight, or improve highway safety, traffic congestion, and air quality; and the eligible entity demonstrates the ability to provide for the maintenance and operation of the facility.

Section 1128. Consolidated funding pilot program.

This section creates a pilot program to allow up to ten states to receive their base apportionment in a lump sum. Under the pilot program, funds would be eligible for use for any project under existing highway formula programs. Participating states are required to obligate 25 percent of funding to regional and local areas in proportion to their relative shares of the population of the state and, are required to consult with MPOs and regional transportation planning organizations representing such areas, if any. Further, states are required to submit progress reports to the Secretary on meeting, or making progress towards meeting, FHWA performance measures.

Section 1129. Registration fee on motor vehicles.

This section requires the Administrator of the Federal Highway Administration to impose an annual registration fee to be collected by each state of \$130 for a covered electric vehicle (EV) and \$35 for a covered plug-in hybrid vehicle. Beginning in 2029, the Administrator is required to biennially increase both fee amounts by \$5, stipulating that the fee for covered EVs will not exceed \$150 and the fee for covered plug-in hybrids will not exceed \$50. To ensure compliance with the requirements of this section, the Administrator is directed to withhold an amount equal to 125 percent of the amount owed from the state's highway apportionment if a state does not comply.

Section 1130. Transfer of real property no longer needed.

This section provides for a process to transfer real property acquired with Federal-aid funds. It provides several conditions that must be met for the Secretary to authorize a transfer, including that there is no longer a need for the real property, that the overall benefit of allowing the transfer is greater than the interest of the Federal Government in liquidation, and that there is no interest in acquiring the real property for Federal Government use.

Section 1131. Federal lands and tribal transportation programs.

This section makes changes to the Federal Lands Transportation Program (FLTP), including by expanding the allowable use of funds under the program to include provisions for individuals with disabilities, as well as projects to improve the resilience of Federal lands and transportation facilities.

Section 1132. Tribal transportation program.

This section makes changes to the Tribal Transportation Program (TTP), including allowing for any discretionary grants under title 23 or title 49, United States Code, awarded to an Indian Tribe to be administered as if allocated under the TTP program. It also excludes road grading from the limitation on funds that may be spent on maintenance.

Section 1133. Federal lands transportation program.

This section makes changes to the FLTP, including allowing for program funds to support facilities for provisions for individuals with disabilities and projects to improve the resilience of Federal lands transportation facilities.

Section 1134. Federal lands access program.

This section makes changes to the Federal Lands Access Program (FLAP), including expanding the allowable uses of funds under the program to include provisions for individuals with disabilities and projects to improve resilience.

Section 1135. Nationally significant Federal lands and tribal projects program.

This section updates the Nationally Significant Federal Lands and Tribal Projects Program by lowering the required project cost threshold to \$5 million, down from \$12.5 million.

Section 1136. Tribal high priority projects program.

This section reauthorizes the Tribal High Priority Projects program from FY 2027 through FY 2031.

Section 1137. Consolidation of programs.

This section reauthorizes several safety programs from FY 2027 through FY 2031.

Section 1138. Update to nonmotorized trails definition.

This section makes changes within the Recreational Trails Program (RTP) to update the definition of “motorized recreation” to provide an exception for electric bicycles. This section also adds language to provide that a state or local government may restrict or prohibit the operation of an electric bicycle, including a specific class of electric bicycle, on a non-motorized recreational trail.

Subtitle B – Improved Project Delivery and Environmental Streamlining

Section 1201. Project approval and oversight.

This section increases the cost threshold for which value engineering is required for projects on the National Highway System to \$100 million. It also increases the cost threshold for major projects to \$1 billion and indexes the cost threshold to inflation.

Section 1202. Exemption from review.

This section exempts certain housing, building, and transportation projects from Department of Transportation (DOT) section 4(f) review if those projects that have already been exempted from section 106 review under the *National Historic Preservation Act*. The full list of projects exempted can be found in the appendices of a program comment finalized by the Advisory Council on Historic Preservation on April 2, 2025. This section prohibits the exemption from applying to parts of a project not found in the program comment and to projects on Tribal lands unless a Tribal historic preservation officer allows it.

Section 1203. Efficient environmental reviews for project decisionmaking and One Federal Decision.

This section makes various changes to the statute governing DOT’s environmental review processes, including requiring the Secretary to designate a single modal administration to serve as the Federal lead agency and requiring the Secretary to biennially review environmental review practices and regulations for areas of improvement. This section also clarifies environmental review timelines and page limits for the *National Environmental Policy Act* (NEPA) and extends a provision that limits the period in which a highway or transit project permit or approval may be challenged in court to rail projects. Finally, this section also requires the Secretary to update and evaluate its catalog of FHWA categorical exclusions for potential use by other agencies every three years.

Section 1204. Reporting program.

This section requires the Secretary to make any report on NEPA issued pursuant to this section publicly available on a DOT website within 30 days of its submission.

Section 1205. Termination of environmental review implementation funds program.

This section terminates the environmental review implementation funds program.

Section 1206. Streamlining of environmental document preparation.

This section allows an operating administration within DOT that is the lead agency for an environmental impact statement to eliminate an alternative for a proposed project from detailed consideration in the environmental impact statement if the alternative was previously considered and rejected in certain planning products, the lead agency provided guidance to the planning entity on environmental review, the process included opportunity for public review and comment, and the lead agency reviewed the planning entity's evaluation of the alternative.

Section 1207. State and eligible entity assumption of responsibility for categorical exclusions.

This section amends section 326 of title 23, United States Code, to allow certain transit agencies in urbanized areas to assume responsibility for determining the applicability of categorical exclusions. The Secretary is required to establish qualifications for permit a transit agency to assume responsibility. This section also extends the initial terms of an agreement related to the assumption of responsibilities for categorical exclusions to five years and allows an entity to renew the agreement for an additional 10-year term if they have assumed responsibility for at least 10 years.

Section 1208. Surface transportation project delivery program.

This section makes changes to the Surface Transportation Project Delivery Program, commonly referred to as NEPA assignment. This section updates the program to allow for states with NEPA assignment to assume environmental review of projects crossing state boundaries. This section extends the period a state may renew their participation in the program by stipulating that states that have assumed such responsibilities for five years may renew their participation in the program for a term of 10 years. Further, it limits the requirements for a state's written agreement to those described in the underlying section. This section also requires a state to notify the Secretary 180 days before they plan to terminate their participation.

Section 1209. Program for eliminating duplication of environmental reviews.

This section permanently extends the program that allows states that have assumed the responsibility for environmental reviews to make approvals for projects under state environmental laws rather than under NEPA.

Section 1210. Training and education; best practices.

This section requires the National Highway Institute to offer classes relating to contract management, competition in contracting, contract scoping, and managing state contract officers and engineers. This section also requires the DOT to develop and maintain best practices for states to improve contract specificity and increase competition. States are required to submit a plan to DOT on how they intend to implement best practices.

Section 1211. Accelerated decisionmaking in environmental reviews.

This section clarifies that a DOT operating administration may adopt and incorporate by reference various environmental review documents published by operating administrations.

Section 1212. Aligning Federal environmental reviews.

This section requires the Secretary, in coordination with the heads of relevant Federal agencies, to establish and periodically update a coordinated environmental review and permitting process for transportation projects and maintain a checklist for project sponsors to identify potential natural, cultural, and historic resources in the area of a proposed project. The Secretary is required to include any challenges in aligning Federal environmental reviews under this section in their biennial report to Congress.

Section 1213. FTA allowance of land acquisition.

This section allows the Secretary to reimburse a recipient for the acquisition of real property interests before the completion of environmental reviews without affecting subsequent approvals required for the project. This section clarifies that a recipient may carry out, at their own expense, the acquisition of interests in real property before the completion of NEPA, without affecting subsequent approvals for the project, and may seek reimbursement if the real property interests are incorporated into an eligible capital project.

Section 1214. Categorical exclusion for projects of limited Federal assistance.

This section increases the cost thresholds under which projects can qualify for the categorical exclusion for projects of limited Federal assistance. Projects that receive less than \$12,000,000 in Federal assistance can now qualify (up from \$6,000,000), as can and projects with a total cost of \$70,000,000 (up from \$35,000,000). The use of such categorical exclusion is limited to DOT.

Section 1215. Programmatic agreements.

This section extends the use of state categorical exclusion programmatic agreements from the FHWA to the entire DOT and requires the Secretary to include determinations of types of projects that may be categorically excluded. The Secretary is further required to revise the template programmatic agreement to include an updated list of projects that may be categorically excluded under NEPA to increase flexibility for states.

Section 1216. Streamlining tribal categorical exclusions.

This section directs the Secretary to develop a set of shared procedures with other Federal agency heads to allow sponsors of eligible Tribal transportation program projects to submit one document demonstrating they have met the conditions for a categorical exclusion under NEPA.

Section 1217. Streamlining small safety projects.

This section requires the Secretary to publish a uniform checklist for project sponsors to determine if certain safety projects qualify for a categorical exclusion.

Section 1218. Updates to categorical exclusions for public transportation projects.

This section directs the Secretary to establish categorical exclusions the Federal Transit Administration (FTA) may use, including clarifying the use of categorical exclusions for the construction, repair, or replacement of transit shelters within an existing right-of-way. The Secretary is directed to minimize, to the greatest extent practicable, the documentation needed for a project if it is subject to a categorical exclusion or is subject to historic preservation review. The Secretary is further required to issue guidance to recipients of assistance on the process and procedure for projects that are subject to historic preservation review and brief Congress on the actions taken to carry out this section.

Subtitle C – Miscellaneous**Section 1301. Transportation rulemaking committees.**

This section establishes a framework for the implementation of transportation rulemaking committees (TRCs). This section requires that the Secretary make all reports and recommendations produced by a TRC publicly available prior to initiating an applicable rulemaking and that any rulemaking resulting from a TRC is promulgated by a Notice of Proposed Rulemaking (NPRM).

Section 1302. Vehicle weight limits.

This section amends vehicle weight limitations on the interstate system. It makes technical changes to only permit an emergency vehicle or covered heavy-duty tow or recovery vehicle to operate in excess of the weight limitation under a state permit. It provides parity for the weight of hydrogen vehicles with existing exemptions for gas and electric battery vehicles and allows for a 10 percent shift in weight variance along the axles of commercial motor vehicles carrying dry bulk goods. This section also adds state specific exemptions for weight limitations on the interstate system in the States of Arkansas, Louisiana, and Iowa, issued by special permits for covered agricultural and logging vehicles or divisible loads.

Section 1303. Designation of high priority corridors on the National Highway System.

This section designates two routes as high priority corridors: U.S. Route 74 from I-26 in the vicinity of Columbus, North Carolina to I-85 in the vicinity of Kings Mountain, North Carolina; and U.S. Route 421 from Wilkesboro, North Carolina to Winston Salem, North Carolina.

Section 1304. Safety coordinators; determination of reasonable cost.

This section makes changes intended to ensure state bicycle and pedestrian coordinators are focused on nonmotorized transportation safety. This section also makes changes to existing language to provide that the Secretary may require a highway bridge deck being replaced or rehabilitated with Federal funds to provide for the safe accommodation of pedestrians and bicyclists if the Secretary determines that such accommodation was not included in the original project scope and can be provided at a reasonable cost.

Section 1305. Updates to manual on uniform traffic control devices.

This section requires the Secretary, when updating the Manual on Uniform Traffic Control Devices (MUTCD), to establish a standard for the minimum level of required retroreflectivity of traffic control devices and pavement markings. The resulting standard shall ensure that a minimum level of retroreflectivity is met in wet conditions and standardize border and lag contrast pavement markings on light-colored pavements and bridges.

Section 1306. Design standards.

This section requires the Administrator to develop a list of categorial design exceptions from standards for the National Highway System for categories of multimodal projects and features on Federal-aid highways, including those that are recommended by FHWA, improve safety for vulnerable road users, and are currently subject to the design exception process.

Section 1307. Modernizing roadside safety hardware devices and administration policies.

This section prohibits the Secretary from issuing a Federal-aid reimbursement eligibility letter for roadside safety hardware devices that do not meet the applicable crash test criteria in the “Manual for Assessing Safety Hardware (MASH), Second Edition,” so long as the Secretary is permitted to issue reimbursement eligibility letters for roadside safety hardware devices. This section further directs the Secretary to issue a NPRM to update standards and laboratory testing requirements for roadside safety hardware devices. The Secretary is required to establish a transportation rulemaking committee, not later than one year after enactment of this Act, to develop recommendations to increase the safety and performance of roadside safety hardware devices and inform the NPRM. After a final rule is issued, in accordance with the NPRM, the Secretary may not issue a Federal-aid reimbursement letter for roadside safety hardware devices.

Section 1308. Audit of FHWA oversight of roadside safety hardware devices.

This section requires the DOT's Inspector General to conduct an audit of FHWA's oversight of roadside safety hardware devices, including state and territory standards and design specifications, crash testing, and state and territory compliance with the most recent MASH standards. The Inspector General is required to submit a report to Congress within one year after the audit is initiated, with recommendations to improve FHWA's oversight of roadside safety hardware devices.

Section 1309. Interagency bridge strike working group.

This section requires the Secretary to establish an interagency bridge strike working group to coordinate between the Department and other agencies and provide guidance to bridge owners on evaluating and reducing the risk of bridge collapse from a vessel collision. The interagency working group is required to report to Congress and provide an analysis of current bridge vulnerabilities that risk leading to a collapse, recommendations for bridge owners to reduce risks, as well as provide recommendations on any policy changes necessary to prevent bridge collapses due to vessel strikes.

Section 1310. Bridge clearance best practices.

This section requires the Secretary to establish a bridge clearance strike working group to make recommendations on ways to improve public-private data sharing regarding bridge clearance height and the routing of commercial motor vehicles, including such rental vehicles. The working group is required to report to Congress with recommendations, including to improve the availability of information and route signs specific to commercial motor vehicles or rental vehicles on GPS navigation systems and driver knowledge and awareness about bridge clearance strikes.

Section 1311. U.S. Congressman and prisoner of war Sam Johnson memorial highway.

This section designates the portion of U.S. Highway 75 between President George Bush Turnpike and U.S. Highway 380 previously designated as "Sam Johnson Highway", as the "U.S. Congressman and Prisoner of War Sam Johnson Memorial Highway."

Section 1312. Technical assistance for contracting.

This section allows for the Secretary to provide technical assistance to, and develop guidance and best practices for, state departments of transportation regarding the use of the lump sum payment method in procurement and administration of engineering and design services, including benefits and risks.

Section 1313. Preventing anticompetitive bidding practices.

This section requires the Secretary to issue guidance to state departments of transportation on proactively preventing anticompetitive bidding practices on Federal-aid highway projects. It also

requires the Secretary to establish a transportation rulemaking committee to provide recommendations to revise Federal regulations to prevent and protect against anticompetitive bidding practices.

Section 1314. Study on effectiveness of discretionary grant programs.

This section requires the Comptroller General to conduct a study on the effectiveness of highway-related discretionary grant programs administered by DOT, including a review of the criteria used by the Department to evaluate and select projects, trends in funding allocations across project types, geographic regions, and jurisdictions, the average timeline from application submission to obligation of funds, the outcome of projects, and the frequency with which grant recipients at the local government level attempted to seek funding with alternative funding sources, including formula funds. The Comptroller General is required to report to Congress with recommendations associated with the results of the study, including to enhance project selection criteria, minimize cost overruns and delays in project delivery, better align discretionary grant program criteria with statutory program requirements and objectives, and improve the efficiency and administration of discretionary programs.

Section 1315. Study on the effectiveness of formula grant programs.

This section requires the Comptroller General to conduct a study on the effectiveness of highway formula grant programs, including a review of the criteria used by state departments of transportation to evaluate and select projects. The review will examine the alignment of formula funding use with the national performance goals established under section 150 of title 23, United States Code, and procedures used by states to provide formula funds to regional or local governments within the state when appropriate. The study also requires the Comptroller General to examine the extent to which the highway formula fund increases have or have not led to the attainment of national performance goals. The Comptroller General is required to report to Congress with recommendations associated with the results of the study.

Section 1316. National Academies review of highway systems.

This section requires the Secretary to seek to enter into an agreement with the Transportation Research Board (TRB) of the National Academy of Science to conduct a comprehensive study to review various FHWA recognized highway networks and systems, including the necessity of such networks and systems and how they interact. The section requires the TRB to submit to the Secretary and Congress a report describing the results of the study.

Section 1317. Review of state and local consultation processes.

This section requires the Comptroller General to review the STBG program, including the process by which FHWA notifies states and MPOs of amounts to be apportioned, amounts apportioned to states required to be obligated in areas based on population, including unobligated amounts, consultation processes established by states to consult with MPOs and RTPOs, and state selection processes for projects funded by amounts required to be obligated in areas based

on population. The Comptroller General is required to report to Congress on the review and provide any recommendations to improve consultation processes.

Section 1318. Emergency relief working group.

This section requires the Secretary to convene a working group to provide recommendations for supporting emergency relief efforts following natural disasters and assessing vulnerabilities in surface transportation assets. This section requires the working group to include representatives from FHWA, FMCSA, FTA, the Federal Emergency Management Agency (FEMA), state departments of transportation, transit agencies, and any other stakeholders the Secretary determines appropriate. The working group is tasked with analyzing and making recommendations on best practices for a state or transit agency to facilitate projects.

Section 1319. Stopping threats on pedestrians.

This section reauthorizes the Stopping Threats on Pedestrians program through FY 2031.

Section 1320. Eliminating unnecessary reporting and requirements.

This section eliminates unnecessary reporting requirements.

Section 1321. Contracting for engineering and design services.

This section ensures that the State of Minnesota is subject to requirements for contracting for engineering and design services.

Section 1322. Advancing projects in cold weather states.

This section requires the Secretary to review policies and procedures of FHWA relating to the Federal-aid highway program to ensure sufficient prioritization of reviews for construction projects in states in which construction season may be limited by cold weather.

Section 1323. Interagency working group on roadway management in inclement weather.

This section requires the Secretary to establish an interagency working group to develop best practices for roadway management in inclement weather. The interagency working group is required to report such best practices to Congress.

Section 1324. Termination of neighborhood access and equity grant program.

This section repeals the Neighborhood Access and Equity Grant Program.

Section 1325. Task force on developing a 21st century surface transportation workforce.

This section requires the Secretary to establish a task force on developing a 21st century surface transportation workforce to develop recommendations and strategies for the DOT to attract individuals to surface transportation careers and address any barriers.

Section 1326. Study on national commuting trends.

This section requires the Secretary to seek to enter into an agreement with the TRB of the National Academies to conduct a study on national trends related to commuting. The TRB is required to submit to the Secretary and Congress a report containing the results of the study, including an analysis of the impacts of commuting trends evaluated and recommendations for state departments of transportation and MPOs.

Section 1327. Notification on regressive safety targets.

This section requires the Secretary to notify Congress when a state sets a regressive performance target under HSIP.

Section 1328. Study on domestic availability of yellow paint.

This section requires the Secretary to study the feasibility of requiring yellow paint (including pigment used to produce water-based paint) for road and highway surface markings to be manufactured domestically. The Secretary is required to report to Congress on the findings under the study. Further, this section directs the Secretary, if it is determined there is sufficient domestic manufacturing capacity of yellow paint to address the needs of all road and highway surface markings in the United States, to recommend to the Director of the Office of Management and Budget to update relevant Buy America guidance to reflect such determination.

Sec 1329. Study on corrosion prevention for bridges.

This section requires the Secretary to carry out a study on best practices for addressing corrosion on weathering steel bridges, as well as the frequency and method of inspecting corrosion on steel bridges.

Section 1330. Funding Federal-aid highways guidance.

This section requires the Secretary to update and make publicly available the FHWA publication titled, "Funding Federal-aid Highways," to account for changes in law since the publication date.

Title II – Transportation Infrastructure Finance and Innovation

Section 2001. Infrastructure finance.

This section reauthorizes the *Transportation Infrastructure Finance and Innovation Act* (TIFIA) credit assistance program. This section adds the purchase or lease of drayage trucks as an eligible project in the TIFIA program. Additionally, this section requires the Secretary of Transportation to accept a qualified institution's creditworthiness analysis on behalf of a TIFIA applicant in combination with the Build America Bureau's own creditworthiness analysis.

This section lowers the threshold for intelligent transportation system projects to qualify, at \$10 million, and increases the project cost threshold for rural projects to \$150 million, adjusted annually for inflation. It clarifies that NEPA is not applicable to land acquisitions by a nonpublic entity if the purchase occurs prior to an application for TIFIA and codifies two categorical exclusions regarding rehabilitation of existing facilities and projects built on land previously disturbed for transportation use. This section also allows the Secretary to delay loan disbursement at the request of an obligor after the project is determined to be in substantial completion.

Lastly, this section requires the Secretary to reserve \$3 million set aside to provide assistance to small projects under \$75 million. It reauthorizes the State Infrastructure Bank Program as well as the allowance of the use of up to 15 percent of TIFIA funds for airport-related projects.

Section 2002. Emergency loan relief due to a major disaster.

This section provides emergency loan relief if an eligible borrower of a TIFIA loan is unable to generate sufficient revenues due to a major disaster. The borrower may request the Secretary reset the interest rate of the loan. Upon request, the Secretary must determine that the borrower is unable to yield the necessary funds and consider if loan modifications would mitigate the financial impact or protect the interests of the Federal Government. This section also allows the Secretary to permit an obligor to add unpaid principal and interest to the outstanding balance of the loan for an aggregate period of not more than five years and extend the disbursement period as applicable.

Section 2003. Personnel management authority.

This section allows the Secretary to carry out a program of personnel management to improve recruitment and retention of experts in finance and investment for the National Surface Transportation and Innovative Finance Bureau. Under this section, the Secretary may appoint 20 positions in the Bureau to have a basic pay rate up to 150 percent of the total annual compensation payable to the Vice President, and pay for the travel, transportation, and relocation expenses for up to five of the positions.

Section 2004. Study on establishment of Federal Infrastructure Bank.

This section directs the Secretary to enter into an agreement with the National Academies to conduct a study on the establishment of a Federal Infrastructure Bank. The study will identify potential forms of credit assistance, examine the potential financial benefits a Federal Infrastructure Bank offers, and analyze best practices of other infrastructure banks. The National Academies is required to consult with the Secretary, state infrastructure banks, and stakeholders with expertise in financial markets and infrastructure financing and submit a report detailing the findings of the study to Congress within two years.

Title III – Public Transportation

Subtitle A – Reforms

Section 3001. Purpose and declaration of policy.

This section amends FTA’s statutory mission to prioritize the delivery of safe, high-quality transit services and the safe transportation of passengers, workers, and property on Federally funded public transportation systems.

Section 3002. Definitions.

This section provides chapter-wide definitions for the terms “capital asset” and “transit asset management plan” as well as amends the definition of the term “associated transit improvement” to require that a transit improvement project be carried out within a specified distance from a transit facility depending on the type of project. This section also amends the chapter-wide definition of “capital project” to clarify that certain software is eligible as a capital project for purposes of Federal transit law.

Section 3003. Transportation planning.

This section amends planning provisions in Federal transit law as they relate to metropolitan transportation planning and statewide and nonmetropolitan transportation planning. Specifically, amendments in this section ensure such planning requirements account for the new consolidated block grant program (as such program is established by section 3006 of the bill), streamline public comment and review for amended Transportation Improvement Programs (TIPs), and scale back voluntary housing coordination and planning processes.

Section 3004. Planning programs.

This section aligns the definition of the term “State” with the chapter-wide definition of such term across all planning provisions in Federal transit law. This section also allows the FTA to waive both metropolitan and statewide planning requirements as they relate to certain territories in a manner commensurate with the FHWA’s planning authorities relating to territories.

Section 3005. Urbanized area formula grants.

This section amends the urbanized area formula grant program for purposes of: (1) allowing transit agencies operating a maximum of 125 buses to use a portion of their urbanized area formula funds for operating expenses; (2) eliminating redundant public hearing requirements; (3) requiring all transit agencies receiving urbanized area formula funds to spend at least one percent of that funding on crime prevention and security projects; (4) requiring all transit agencies receiving to spend at least one percent of their urbanized area formula funds on projects to improve accessibility for individuals with disabilities; (5) streamlining required audits provided the Secretary determines that the recipient has not established a pattern of deficiency in fulfilling grant requirements; and (6) consolidating various passenger ferry programs.

Section 3006. Consolidated state block grant program.

This section establishes a consolidated state block grant program that allows the Secretary to allocate a lump sum to participating states for purposes of funding public transportation services in rural areas and in urbanized areas. A state must first notify designated recipients of the state's intent to participate in the block grant program and afford them the chance to opt in or out, and designated recipients are subsequently required to coordinate with direct recipients in the relevant urbanized area. Primary urbanized areas are prohibited from receiving block grant assistance from a state, rather, such areas will continue to obtain formula funding from the FTA in the same manner provided prior to the establishment of this program.

Section 3007. Fixed guideway capital investment grants.

This section makes several changes to the Capital Investment Grants (CIG) program to streamline project delivery and improve program efficiency. Specifically, amendments to the CIG program in this section do the following: (1) expand the definition of "core capacity" to include projects that substantially increase the capacity of a system (in part or in whole) as well as makes eligible projects that reduce passenger travel time, including for passengers with disabilities and those who use wheelchairs; (2) rename "small starts" to "streamlined starts" and raise the maximum Federal assistance in a manner that captures most bus rapid transit projects as streamlined start projects; (3) Require applicants for new start, core capacity, and streamlined start projects to have initiated NEPA and have completed 30 percent of design and engineering prior to entering Project Development; (4) Allow applicants to receive a rating adjustment in rating certain criteria if the project will promote housing development along the project route; (5) require the Secretary to update the CIG policy guidance every two years and to issue specific policy guidance for core capacity projects that improve accessibility of the system; (6) prohibit the Secretary from locking in the government's contribution until 120 days after the project enters the engineering phase; and (7) codify the Expedited Project Delivery program established under the *Fixing America's Surface Transportation (FAST) Act*, make project elements designed to achieve a state of good repair eligible, and raise the award amount to 40 percent of the net capital project cost.

Section 3008. Formula grants for enhanced mobility of seniors and individuals with disabilities.

This section codifies section 3006(b) of the *FAST Act*, the Innovative Coordinated Access and Mobility Program (ICAM). This section also amends the ICAM program to allow for projects to improve access to a facility of the Department of Veterans Affairs or an organization or facility that provides services to veterans using funds provided by the Department of Veterans Affairs.

Section 3009. Formula grants for rural areas.

This section amends the formula grants for rural areas by adding a new definition for the term "insular area" in the definitions subsection and establishing a new insular area public transportation assistance program. This section also specifies a set-aside of \$25,000,000 for each

fiscal year to carry out the rural and insular component of the consolidated competitive ferry program. This section also amends the intercity bus transportation subsection to allow bus facilities that support intercity bus service to or from rural areas to be eligible for capital assistance and to clarify that an intercity bus project may extend beyond one or more state boundaries provided the project meets certain criteria. This section also establishes a minimum apportionment amount for calculating vehicle revenue miles relating to formula grants for public transportation on Indian reservations. Lastly, this section allows an Indian tribe to use its formula funding in the same manner as a recipient of Federal assistance under the new consolidated block grant program (as such program is established by section 3006 of the bill).

Section 3010. Technical assistance and workforce development.

This section allows the Secretary to issue grants to provide technical assistance to transit agencies and to advance the development of voluntary and consensus-based standards. Additionally, this section codifies FTA's Transit Workforce Development Center for purposes of supporting the workforce development needs of urban, suburban, tribal, and rural public transportation authorities across the United States. Specifically, the Center is directed to improve access to on-the-job training opportunities, develop and maintain a workforce development strategy, and build awareness of youth-oriented programs for students to learn about careers in public transportation. Lastly, this section provides definitions for the terms "armed forces," "high school; secondary school," "institution of higher education", and "post secondary vocational institution."

Section 3011. Bus testing facility.

This section amends Federal bus testing requirements to allow the Secretary to test new bus models equipped with advanced bus technologies. This testing may occur either at the current Federal bus testing center in Altoona, PA, or at another location if the Secretary determines that the facility in Altoona is not equipped to test such new bus models. This section also reduces the Federal cost share of bus testing to 60 percent (down from 80 percent) and provides for a technical rewrite of the bus test pass/fail standard in the underlying code.

Section 3012. Crime prevention and security.

This section rewrites the underlying crime prevention and security section in code for purposes of specifying eligible activities a transit agency may undertake to address crime and improve safety through expending the required crime prevention and security set-aside provided for in section 3005 of the bill. This section also broadens transit funding eligibility to allow a transit agency to contract with local law enforcement and to hire transit support specialists who are trained to carry out a variety of duties to improve the security of public transportation systems. The section also allows a transit agency to expend up to 1.5 percent of urbanized area formula funds on operating costs for projects that reduce crime and improve security. Lastly, this section allows the Secretary to withhold 10 percent of urban area transit grant money if a jurisdiction lacks criminal or civil enforcement mechanisms to protect against fare evasion and unauthorized transit system access.

Section 3013. General provisions.

This section provides for various amendments to the general provisions section in chapter 53, of title 49, United States Code. Specifically, amendments in this section do the following: (1) require the Secretary to issue a determination within 120 days of receiving a complaint of an alleged violation of the charter bus rule; (2) allow for a 90 percent cost share for the procurement of vehicles or vessels (ferryboats) that comply with the *Americans with Disabilities Act of 1990* (ADA), among other statutes; (3) require the Secretary to issue Buy America waiver determinations within 180 days from the date on which an applicant submits a waiver request to the Secretary while simultaneously providing authority to extend the deadline for six months, if necessary; (4) strengthen reasonable access to public transportation facilities for intercity passenger bus services by requiring a recipient to provide a response within 90 days to requestors seeking access to such facilities, as well as require the Secretary to establish and make publicly available a reasonable access standard to ensure compliance; (5) prohibit Federal assistance from being used to purchase rolling stock or powertrain components from companies under China's influence and eliminate the lifetime exemption to purchase rolling stock from a state-owned enterprise provided under current law to certain transit agencies; (6) codify FTA policy allowing for advance payments for bus rolling stock; and (7) establish a maximum Federal contribution for buses procured using Federal funds. The maximum Federal contribution varies by bus length and propulsion type and does not apply in instances where vehicles are being procured through a specified State procurement schedule.

Section 3014. Public transportation emergency relief program.

This section amends the FTA's public transportation emergency relief program by establishing a six-year period of availability for the obligation of emergency relief grants. The Secretary may extend the period of availability of the award if an insurance claim related to a project that has received funding has not been adjudicated within the six-year period of availability.

Section 3015. Contract requirements.

This section amends procurement requirements related to the acquisition of rolling stock. Specifically, this section requires a recipient that acquires bus rolling stock through the competitive procurement process to utilize performance specifications in the procurement process to the greatest extent practicable.

Section 3016. Transit asset management.

This section updates the transit asset management section in chapter 53 of title 49, United States Code, to account for the 2016 transit asset management rulemaking the code statutorily required. This section prohibits the Secretary from construing the changes made to the law as requiring updates to the transit asset management regulations in part 625 of title 49, Code of Federal Regulations, or imposing new requirements on tier II providers beyond what the regulations require present day.

Section 3017. Project management oversight.

This section requires the Secretary to update regulations in part 633 of title 49, Code of Federal Regulations, for purposes of modifying the term “major capital project” and providing that compliance reviews may occur annually rather than quarterly. Specifically, the section amends the term “major capital project” to specify that the term excludes a project to maintain or rehabilitate a vehicle or a project a project with an estimated total cost of less than \$1,000,000,000, unless the Secretary determines project management oversight will benefit the Federal Government or the recipient.

Section 3018. Public transportation safety program.

This section amends the public transportation safety program carried out by the FTA. Specifically, the section requires the Secretary to maintain the national public transportation safety plan in manner aligns with the Secretary’s current practices in implementing the safety plan. This section also requires the Secretary to update the national public transportation safety plan at least once every five years. The section amends the risk reduction program required for transit agencies in large urbanized areas to clarify that the programs must improve workplace safety for frontline employees; and requires these programs to improve passenger safety system-wide, including through a reduction in the number and rates of assaults and other violent crimes on transit passengers and mitigating fare evasion.

Section 3019. Administrative provisions.

This section allows recipients and subrecipients of FTA assistance to retain asset disposition proceeds provided the proceeds are reinvested in capital projects.

Section 3020. National transit database.

This section provides for a technical rewrite of the national transit database (NTD) section in chapter 53 of title 49, United States Code, and establishes two new required data sets that transit agencies must report for inclusion in the NTD. Specifically, and in addition to the data already required, recipients must report for inclusion in the NTD the following: (1) data relating to a public transportation system’s revenue loss because of fare evasion for each mode; and (2) data on assaults and other violent crimes on transit passengers while onboard public transportation vehicles and in public transportation facilities.

Section 3021. Apportionment of appropriations for urbanized area formula grants.

This section increases the apportionment amount for the small transit intensive cities formula to five percent (up from three percent), provides a set-aside of \$125,000,000 million for urban ferry grant recipients under the new competitive ferry grant program, and requires certain transit agencies directing assistance to an inaccessible rail fixed guideway system to expend a specified percentage of transit grant funding on projects to improve accessibility for persons with disabilities, including individuals who use wheelchairs. This section also includes technical and conforming amendments.

Section 3022. State of good repair grants.

This section amends the state of good repair grants program to emphasize that such grants are for the purpose of ensuring the safety of public transportation systems. Amendments in this section also eliminate the competitive rail vehicle replacement grants program, among other technical and conforming changes.

Section 3023. Authorizations.

This section provides for a general rewrite of the authorization section in chapter 53 of title 49, United States Code, to specify funding amounts for all formula and discretionary programs for each of FYs 2027 through 2031.

Section 3024. Grants for buses, bus facilities, and ferries.

This section applies the chapter-wide definition of “State” to include territories in the national distribution of bus and bus facility funds and increases the amount of funds reserved for each state through this distribution. It amends the distribution of the remaining formula funds, including by adding a new allotment for transit providers in rural areas. This section amends the period of availability for bus formula funds to six years, up from four years. Further, this section modifies the bus and bus facilities competitive program and ensures that all vehicle propulsion types remain eligible, retains the workforce development training activities section, and provides an allowance that territories may use funds provided under this section for ferry projects.

Section 3025. Apportionments based on growing states and high density States formula factors.

This section applies the chapter-wide definition of “State” to include territories in the apportionment formulas for growing states and high density states, among other conforming amendments.

Subtitle B – Miscellaneous

Section 3101. Definitions.

This section defines the terms “appropriate committees of Congress” and “transit agency,” which apply throughout Subtitle B of Title III of the bill.

Section 3102. Protecting bus operators from risk of assault.

This section establishes a bus driver safety working group to review and make recommendations to the Secretary on transit bus design and safety standards to protect operators from the risk of assault on a transit worker. This section also requires fully enclosed operator workstation barriers in newly manufactured fixed route buses 30 feet or more in length beginning two years after the date of enactment.

Section 3103. Spare ratio modification.

This section prohibits the Secretary from issuing policy, regulations, or guidance that sets a transit vehicle spare ratio while simultaneously maintaining the Secretary's authority to require a transit agency to provide a justification for purposes of acquiring new rolling stock.

This section also requires the Secretary to update FTA Circular 5010.1F titled, "Award Management Requirements" and any related guidance documents within 180 days of enactment to bring existing agency rules into compliance with this new provision.

Section 3104. Special rule for certain transportation services.

This section codifies and clarifies the application of FTA's "taxicab exemption." Specifically, this section prohibits the Secretary from considering a driver of a transportation network company or a taxicab service as being an employee and a contractor of a Federally funded transit agency unless a transit agency that is a contractee of such transportation network company or taxicab service fails to give customers for each ride more than one choice in companies providing transportation services and provide the customer with a written or verbal explanation on the differences between the alcohol and controlled substances testing requirements that may apply for drivers of each company. This section also specifies that a transit agency that enters into an agreement with a transportation network company or a taxicab service shall ensure that such transportation services solely serve to supplement, not supplant, fixed route or route-based public transportation provided by the transit agency.

Section 3105. Innovative procurement.

This section amends the innovative procurement program by expanding eligibility for local governments and adding new eligible costs. Amendments also eliminate burdensome agency reporting requirements.

Section 3106. Transit award management system improvement.

This section stipulates that within one year of enactment of the Act, the Secretary must ensure that the transit award management system, as it is used by the FTA to ensure that financial assistance specified in section 5333(b) complies with the requirements of such section, notifies only persons and entities directly affected by the relevant financial assistance.

Section 3107. Public transit first aid and emergency medical kit equipment and training.

This section requires the Secretary to establish a transportation rulemaking committee to review and develop findings and recommendations relating to whether public transit vehicles and stations should be required to carry first aid and emergency medical kits. Within 12 months of the committee being convened, the Secretary must submit a report to the relevant Congressional committees with regard to the rulemaking committee's findings and recommendations, including whether the Secretary intends to initiate any actions because of the rulemaking committee's findings.

Section 3108. Improving transparency in certain urbanized areas.

This section requires designated recipients of the Urbanized Area Formula Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, State of Good Repair Program and Grants for Buses and Bus Facilities (sections 5307, 5310, 5337, 5339 of title 49, United States Code) in urbanized areas of more than a 200,000 population to submit a letter to the Secretary explaining the rationale for how Federal funds are split among direct recipients when a method for allocating assistance other than the Federal apportionment formula is used or when population data not produced by the United States Census is used. If an urban area fails to provide a rationale for its allocation method, the Secretary may withhold urban area grant program funds. The section directs the Secretary to publish annually on the FTA website each split allocation letter received from designated recipients for each fiscal year.

Section 3109. Extension of capital and preventive maintenance grants to Washington Metropolitan Area Transit Authority.

This section extends section 601(f) of the *Passenger Rail Improvement Act of 2008* to provide Federal funding for Washington Metropolitan Area Transit Authority capital projects and preventive maintenance through 2031.

Section 3110. GAO assessment of project contingency amounts.

This section directs the Comptroller General to study and report to Congress on the contingency amounts the Federal Government requires for major capital transit projects under the Capital Investment Grants program.

Section 3111. GAO report on universal design to improve accessibility.

This section directs the Comptroller General to study and report to Congress on the extent to which Federally funded transit projects incorporate universal design principles.

Section 3112. GAO study and report on National Transit Database data quality.

This section requires the Comptroller General to study the accuracy and consistency of data reported by transit agencies to the National Transit Database and the efficacy of FTA's current protocols for gathering and verifying reported data.

Section 3113. GAO study on transit system rider safety.

This section requires the Comptroller General to initiate a study to assess the FTA's efforts to improve rider safety on Federally funded public transit systems, including efforts to prevent assaults, harassment, and other security threats to passengers and transit employees. The Comptroller General is directed to report to Congress on the findings of the study.

Section 3114. GAO study on CIG data collection and reporting requirements.

This section directs the Comptroller General to initiate a study to assess the efficacy of certain data collection and analysis requirements under the CIG program. In making recommendations, the Comptroller General shall consider opportunities to reduce data collection and reporting requirements for project sponsors as well as eliminate redundancies in Federal transit reporting requirements between other transit grant programs and CIG.

Section 3115. GAO assessment of paratransit software and technologies.

This section directs the Comptroller General to initiate a study within 180 days for purposes of assessing ADA paratransit software and technologies procured with Federal funds and make recommendations to improve service efficiency, access, and quality of life for paratransit riders while protecting sensitive rider and system data from cybersecurity threats. The Comptroller General must submit a report to Congress within one year of initiating the study.

Subtitle C – Reorganization and Consolidation of Chapter 53**Section 3201. Transfer of certain sections in chapter 53 of title 49, United States Code.**

For purposes of consolidating and improving readability of the code, this section transfers certain sections in chapter 53 of title 49, United States Code, to appear as subsections in other sections in the chapter. Specifically, amendments in this section transfer and redesignate the following sections: (1) section 5306 is transferred and redesignated to appear as 5323(y); (2) section 5325 is transferred and redesignated to appear as 5323(z); (3) section 5327 is transferred and redesignated to appear as 5323(aa); (4) section 5332 is transferred and redesignated to appear as 5323(bb); and (5) section 5315 is transferred and redesignated to appear as 5334(l).

Section 3202. Front matter of chapter 53 of title 49, United States Code.

This section amends the table of contents in chapter 53 of title 49, United States Code, by specifying the new front matter that accounts for the reorganized sections and establishing subchapters. This section also provides instructions to redesignate and transfer sections as provided in the table under subsection (b)(2).

Section 3203. Amendments to chapter 53 of title 49, United States Code, as amended by section 3202 of this Act.

This section makes several technical amendments to update cross-references in sections throughout chapter 53 of title 49, United States Code, to account for the redesignation and transfer of sections pursuant to sections 3201 and 3202 of the bill. This section also generally amends the authorizations section to account for the redesignation and transfer of sections pursuant to section 3202 of the bill.

Section 3204. Conforming Amendments.

This section makes conforming amendments to provisions throughout United States Code that cross-reference sections in chapter 53 of title 49, United States Code.

Title IV – Highway Safety

Section 4001. Authorization of appropriations.

This section authorizes appropriations out of the Highway Trust Fund for the National Highway Traffic Safety Administration (NHTSA) through FY 2031 for highway safety programs, highway safety research and development, the high-visibility enforcement program, administrative expenses, and the national driver register.

Section 4002. Consolidation and enhancement of highway safety programs.

This section consolidates the national priority safety programs under section 405 of title 23, United States Code, within the highway safety programs under section 402 of such title. This section outlines six core national priority programs: occupant protection, impaired driving, distracted driving, motorcyclist safety, non-motorist safety, and speeding; that states must address in their highway safety plans. If a state's fatality rate exceeds the threshold described for each national priority, then the state is required to expend funds commensurate with current section 405 spending levels in accordance with such national priority. If a state's fatality rate is less than the required threshold, then they are permitted to expend such funds on any eligibility under section 402.

This section further amends section 402 to add driver awareness of work zone safety, educational efforts on the improper and unsafe usage of trailers, interventions that reduce traffic incidents in school zones, micromobility safety, and programs that improve interactions between law enforcement and drivers with autism or a speech disability as eligible expenses to the highway safety grant program. It ensures projects eligible under section 405, including digital alert technology, safety efforts for vehicles stopped at the roadside, law enforcement education, and improvements to state safety data systems are eligible under section 402. This section also allows states to include work zone safety education in teen traffic safety programs.

This section directs the Secretary to provide technical assistance to states and local governments to improve safety data, including with regard to the role of drugs in serious injuries and fatal crashes, state efforts to align with the Model Minimum Uniform Crash Criteria, the use of safety data in transportation planning, and reporting override crashes. This section ensures states are addressing the national priority safety initiatives in their highway safety plans and that the Department maintains a public dashboard of the projects funded under section 402 as well as each state's progress in meeting their safety targets.

Lastly, this section directs the GAO to review the consolidation of sections 402 and 405 and make recommendations to improve the transparency and efficacy of the highway safety grant program. GAO is required to submit a report summarizing their recommendations to Congress.

Section 4003. Highway safety research and development.

This section improves highway safety research and development by adding digital infrastructure technologies designed to improve roadway safety and prevent crashes as an eligible research and

development activity. This section requires the NHTSA Administrator to submit a report to Congress on the status of the collaborative research effort to advance impaired driving prevention technology. This section also requires the Secretary to carry out a collaborative research effort focused on the effect marijuana and polysubstance impairment has on driving, ways to reduce drug-impaired driving, and proposing evidence-based impairment standards for marijuana or polysubstance use. This section establishes a national drug involved crash data collection system and authorizes the Secretary to award grants to states to support toxicology labs, specimen collection, and enhanced data collection. This section also reinforces that motor vehicle recalls may be distributed electronically.

Section 4004. High-visibility enforcement program.

This section authorizes the High-Visibility Enforcement Program from FYs 2027 through 2031 and revises the purpose of the program to include reducing motor vehicle speed in excess of the posted speed limit. This section directs the Secretary to establish two national public safety messaging campaigns focused on the illegal passing of school buses and counterfeit child restraint systems. This section also establishes a traffic safety enforcement Center of Excellence to provide technical assistance to state highway safety offices and law enforcement agencies on effective traffic safety enforcement policies to reduce roadway fatalities and injuries.

Section 4005. Protection of safety data.

This section amends section 407 of title 23, United States Code, by extending the protection of safety data to that which is provided by any public agency conducting safety-related analyses required by the Secretary.

Section 4006. Annual reporting requirements.

This section directs the Secretary to review NHTSA's execution of section 1300.35(b) of title 23, Code of Federal Regulations, to ensure the annual reporting requirements are appropriate relative to the amount of Federal funding provided. The Secretary is required to brief the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the review within one year.

Section 4007. Coordination of Federal highway and traffic safety programs.

This section directs the Secretary to improve coordination between the FHWA's Highway Safety Improvement Program and NHTSA's highway safety grant programs and ensure alignment with other related programs. This section requires the Secretary to align planning cycles, performance targets, and reporting timelines to provide flexibility for states to implement safety strategies consistent with their own safety plans. This section directs the Department to evaluate the administrative burden placed on states and revise processes and expectations to ensure an appropriate use of Federal funds. Lastly, this section ensures that required safety data reporting is protected in liability proceedings.

Section 4008. Highway safety program effectiveness transportation rulemaking committee.

This section directs the Secretary to establish a transportation rulemaking committee to analyze the efficiency and effectiveness of NHTSA's administration of highway safety grants and promote a data-driven approach to reduce the number of traffic fatalities and serious injuries. The rulemaking committee shall be composed of representatives from the traffic safety industry, state highway safety offices, roadway safety advocates, state law enforcement, and local government. The rulemaking committee must submit a report to the Secretary detailing their recommendations to streamline requirements and reduce administrative burden. The Secretary is required to submit a report to Congress summarizing the recommendations of the committee and indicating if the Department plans to implement any recommendations.

Section 4009. Establishment of roadway worker protection interagency working group.

This section directs the Secretary to establish an interagency working group to make recommendations for the protection of roadway workers. The interagency working group shall be composed of representatives from FHWA, NHTSA, and the Occupational Safety and Health Administration (OSHA), and consult with stakeholders. The working group is required to submit a report to the Secretary on any limitations with data collection in work zones, the effectiveness of work zone safety contingency funds, local adoption of the Model Minimum Uniform Crash Criteria, and potential updates to educational materials and public awareness campaigns to improve work zone safety. The Secretary is required to submit a summary of the findings and an implementation plan to Congress. The interagency working group shall terminate 180 days after the Secretary receives the report.

Section 4010. Motorcycle advisory council.

This section authorizes the Motorcycle Advisory Council through October 1, 2031.

Section 4011. Motorcycle checkpoint funding.

This section amends section 4007 of the *FAST Act* to prohibit the Secretary from providing funds to a state or locality for any program that profiles or stops motorcycle operators solely based on their mode of transportation.

Section 4012. Pulsating light systems.

This section directs the Secretary to establish a transportation rulemaking committee to consider whether pulsating light systems are compliant with Federal Motor Vehicle Safety Number 108. The rulemaking committee shall have members, appointed by the Secretary, representing the automotive industry, experts in human distraction and in vehicle technology safety, and highway safety professionals. This section requires the rulemaking committee to submit a report to the Secretary detailing their recommendations and for the Secretary to submit a report to Congress summarizing the recommendations and indicating if the Department will implement any recommendations.

Section 4013. Minimally obstructed forward-facing view in motorcoaches.

This section directs the Secretary to prescribe motor vehicle safety standards to require all new motorcoaches manufactured in the United States to have a minimally obstructed forward-facing view from the driver's seat, or a camera or other technology that expands the range of the forward-facing view of the driver if the view is obstructed.

Section 4014. Revision of student safety guidelines.

This section requires the Secretary to revise the Highway Safety Program Guideline Number 14 to encourage nonmotorized safety education for elementary and secondary school students and disseminate new model curriculum and guidelines to state educational agencies. The Secretary is required to submit a report to Congress on the status of updating and disseminating the guidelines within two years.

Section 4015. Micromobility safety.

This section directs the Secretary to conduct a study on the safety of micromobility transportation devices and technology, considering crash data, state laws regarding operator age, helmet use, and insurance or registration requirements, the type of micromobility device, and consumer education efforts. The Secretary is required to submit a report on the findings of the study to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

Section 4016. GAO study on highway safety data quality.

This section directs the GAO to conduct a study on the quality of highway safety data used in Federal transportation programs. In particular, the study must consider state-submitted safety data quality, including data on underride crashes, Federal reporting requirements, oversight and quality assurance protocols, data security measures, and how data quality affects the ability to assess state safety performance targets tied to Federal funding. The study requires the GAO to consult with state departments of transportation, state highway safety offices, transportation safety organizations, law enforcement, non-profit organizations, and the Department. The GAO is required to submit to Congress a report detailing the results of the study and any associated recommendations.

Title V – Motor Carriers

Subtitle A – General Provisions

Section 5001. Authorizations of appropriations.

This section authorizes appropriations out of the Highway Trust Fund for the Federal Motor Carrier Safety Administration (FMCSA) through FY 2031 to carry out motor carrier safety assistance programs, the high priority program, the commercial motor vehicle enforcement training and support grant program, the commercial motor vehicle operators safety training grant program, the financial assistance program for commercial driver's license implementation, and to pay the administrative expenses of FMCSA.

Section 5002. Improvements to enforcement training and support grant program.

This section makes technical corrections to the enforcement training and support grant program to clarify that the purposes of the program are to train non-Federal employees who conduct commercial motor vehicle enforcement activities or who instruct and train non-Federal employees who conduct commercial motor vehicle enforcement activities. This section also requires FMCSA to issue such regulations as are necessary to revise part 385 of title 49, Code of Federal Regulations, to incorporate relevant certification and training standards for roadside inspectors and instructors.

Section 5003. Maintenance of effort.

This section makes a technical change to remove an outdated reference and allows a State to request the Secretary adjust their maintenance of effort for use of Motor Carrier Safety Assurance Program (MCSAP) funds. The *FAST Act* required FMCSA to update its MCSAP formula, which became effective in FY 2021.

Section 5004. Amendments to commercial motor vehicle operators grant program.

This section renames the commercial motor vehicle operators grant program as the commercial motor vehicle operator safety training program. This section amends the program to allow the Secretary to develop additional quality and performance metrics to prioritize high quality training providers and includes a 50 percent set-aside for training providers that require minimum behind-the-wheel training hours.

Section 5005. Terms and conditions for exemptions.

This section directs the Secretary to establish terms and conditions for exemptions issued pursuant to section 31315 of title 49, United States Code. The terms and conditions must ensure each exemption will not degrade the level of safety. This section requires exemption holders to regularly submit incident data to the Secretary, immediately notify the Secretary in the event of a fatality or serious bodily injury, and produce official documentation from FMCSA for the exemption when they are inspected.

Section 5006. Broker qualifications.

This section requires the Secretary to issue a final rule to implement the requirements related to the experience or qualifications for officers of freight brokers and freight forwarders to register. This section requires the Secretary to brief Congress on the status of the rulemaking every six months until a final rule is issued.

Section 5007. Motor carrier complaints.

This section directs the Secretary to implement the GAO recommendations in the report titled, “Motor Carrier Operations: Improvements Needed to Federal System for Collecting and Addressing Complaints Against Truck, Moving, and Bus Companies” to improve the National Consumer Complaint Database.

Section 5008. Cabotage study.

This section directs the Secretary to enter into an arrangement with the TRB of the National Academies to conduct a study on the safety and economic impacts of cabotage violations using commercial motor vehicles.

Subtitle B – Commercial Motor Vehicle Operators**Section 5101. Predatory commercial motor vehicle lease-purchase agreement programs oversight.**

This section directs the Secretary to require motor carriers utilizing leased vehicles to provide a disclosure form for each party in the arrangement. The Secretary is required to publish a template for the disclosure form, that includes information related to potential financial expectations for the lessee. This section allows the Secretary to carry out a public awareness campaign on how standard lease-purchase programs work and the prevalence of predatory lease-purchase agreement programs. This section also directs the Secretary to issue a rulemaking to prohibit the use of predatory lease-purchase agreements.

Section 5102. Restroom access.

This section establishes restroom access requirements for commercial motor vehicle operators delivering goods or cargo to covered establishments or waiting at covered establishments to transport goods or for cargo to be loaded. Additionally, marine terminal operators, including port authorities, are required to provide enough restrooms for covered drayage truck operators in accessible areas, and ensure safe access and parking. This section does not require a covered establishment to make any physical changes to a covered restroom facility.

Section 5103. Application of commercial motor vehicle safety.

This section adds the United States Virgin Islands (USVI) and Puerto Rico to the definition of a State in chapter 313 of title 49, United States Code, to allow these territories to implement

commercial driver's license (CDL) programs. FMCSA must assist the USVI and Puerto Rico to help them obtain full compliance with chapter 313 and provide a five-year grace period before apportioned funds may be withheld for failure to comply with any of the requirements.

Section 5104. Extension of apprenticeship pilot program.

This section extends the authorization of the Safe Driver Apprenticeship Program through September 30, 2031. It ensures that participants in the program are trained and able to safely transport goods to and from a port and ensures that the Secretary may not condition employer or driver participation in the program on any factors not included in the authorization of the program.

Section 5105. Codification of exemption.

This section exempts covered livestock hauling vehicles and their operators from electronic logging device requirements and Federal hours-of-service requirements within a 150 air-mile radius from the final destination of the livestock.

Section 5106. Modernization of farm-related service industries restricted commercial driver's licenses.

This section directs the Secretary to issue regulations necessary to allow each state to develop and make available an online registration and renewal system for eligible farm-related service employees who participate in the seasonally restricted CDL program.

Section 5107. Implements of husbandry compilation.

This section requires the Secretary to review how states define implements of husbandry, including whether they consider implements of husbandry to be commercial motor vehicle under state law and what relevant state laws apply. The Secretary must submit a report detailing the results of the study and include a determination if Federal regulations should clarify that implements of husbandry are not commercial motor vehicles.

Section 5108. Pre-trip vehicle inspection testing waiver.

This section allows states to waive the engine compartment pre-trip vehicle inspection skills ("under-the-hood") testing requirement for operators of school buses or public transit buses in intrastate commerce or interstate commerce within 150 air-mile radius of the point of origination. States must keep records of each CDL, adhere to all other CDL requirements, and report participation and safety data annually to the Secretary.

Section 5109. Modifications to certain commercial driver's license regulations.

This section directs the Secretary to issue a rulemaking to allow a state to administer a driving skills test to any CDL applicant, regardless of the state of domicile or state where the applicant received driver training. The rulemaking will require states to allow third party examiners to

administer the CDL knowledge test if the examiner maintains a valid CDL test examiner certification, completes a CDL skills test examiner training course, and completes one unit of the knowledge tests.

Subtitle C – Commercial Motor Vehicle Safety

Section 5201. Motor carrier safety advisory committee.

This section reauthorizes the Motor Carrier Safety Advisory Committee through September 30, 2031.

Section 5202. Electronic logging device certification.

This section strengthens oversight of electronic logging devices (ELDs) by requiring the Secretary to verify the contact information of the certification applicant and the technical specifications of the proposed ELD and cross reference the certification application against revoked ELDs that do not meet the certification criteria. This section also requires the Secretary to publish and maintain a public website with an active list of ELDs that meet or do not meet the certification criteria, as amended by this section.

Section 5203. Safety performance history screening and DataQs improvement.

This section allows motor carriers to access safety records for prospective and current drivers. Any serious driver-related violation under contest must be flagged as such in Federal safety databases. States and Federal agencies are required to establish an appeals process within the DataQ system to allow affected parties to appeal the outcome of data reviews of serious driver-related violations. The appeals process must provide for timely adjudication by someone other than the original issuing authority.

Section 5204. Noncompliant training entities.

This section requires the Secretary to establish a process for the FMCSA to receive complaints for noncompliant training providers and remove such provider from the approved list within 90 days. This section also requires the Secretary to clarify that FMCSA may remove a training provider from the Training Provider Registry if the provider does not disclose a relationship with another provider who was removed from the Training Provider Registry or fails to maintain and enforce policies relating to sexual assault and sexual harassment.

Section 5205. Drug and alcohol clearinghouse fees.

This section allows fees collected under the drug and alcohol clearinghouse to be used for the development, modernization, enhancement, and maintenance of the clearinghouse.

Section 5206. Federal hair testing guidelines.

This section directs the Secretary of Transportation to recognize hair testing as an approved specimen collection type within one year of the Secretary of Health and Human Services issuing scientific and technical guidelines for hair testing.

Section 5207. Drug and alcohol testing compliance.

This section directs the Secretary to publish guidance on who may act as a specimen collector for Department drug testing required under part 40 of title 49, Code of Federal Regulations, including guidance on what constitutes a close personal friend. The Secretary is required to consult with representatives of small motor carriers.

Section 5208. Fatal truck crash drug and substance abuse testing accountability.

This section requires the Secretary to revise regulations to require employers to retain records of post-accident alcohol or controlled substance tests for a minimum of five years, consider it a violation if an employer fails to furnish proof of such testing within the prescribed timeframe, and ensure these violations are reflected in the Safety Measurement System.

Section 5209. Review of new entrant safety assurance program.

This section directs the DOT Inspector General to review the New Entrant Safety Assurance Program to evaluate the effectiveness of the program and opportunities to improve new entrant safety audits. In conducting the review, the Inspector General shall consult with state motor safety enforcement agencies, the motor carrier industry, commercial motor vehicle advocates, and labor. The Inspector General is required to submit their recommendations to improve the program to the Secretary. The Secretary is required to submit a report to Congress detailing which recommendations the Secretary intends to implement.

Section 5210. New entrant registration standards transportation rulemaking committee.

This section establishes a transportation rulemaking committee to assess the necessity of establishing minimum knowledge requirements for motor carriers registering with the DOT. The Committee shall be comprised of state motor carrier safety enforcement agencies, industry, labor, law enforcement, and other stakeholders. The Committee is required to submit a report to the Secretary on their recommendations related to new entrant registration standards. The Secretary is required to submit a report to Congress detailing which recommendations the Secretary intends to implement.

Section 5211. Beyond compliance.

This section requires the Secretary to issue a final rule on Beyond Compliance, as required in section 522 of the *FAST Act*. When issuing the final rule, the Secretary must consider driver training and experience as a recognized safety standard. The Secretary is required to brief Congress every six months until the final rule is issued.

Subtitle D – Household Goods Shipping Consumer Protection Reform

Section 5301. Administrative assessment of civil penalties for violations of commercial regulations

This section restores authority for the FMCSA to adjudicate and assess civil penalties for violations of commercial statutes and regulations and would correct certain other references in chapter 5 of title 49, United States Code, to clarify that those penalty authorities include all of FMCSA's safety authorities.

Section 5302. State use of grant funds for commercial enforcement and consumer protection.

This section permits states to use motor carrier safety assistance program funding and other grantees to use high priority program funding to conduct commercial regulatory and consumer protection standard reviews and enforcement actions on household goods motor carriers, brokers, and freight forwarders. This section includes a savings clause to ensure this is an optional use of funds at the discretion of the state and may not be made a condition of funding by FMCSA.

Section 5303. State retention of penalties and fines.

The section clarifies that states may retain the penalties and fines imposed in proceedings brought under section 14711 of title 49, United States Code, relating to violations of household goods statutes and regulations.

Section 5304. Registration requirements.

This section provides explicit authority to FMCSA to withhold registration from any applicant who fails to provide a valid principal place of business at the time of registration. Currently FMCSA may only take enforcement action after the entity is already registered and refuses to cooperate with investigations at the designated address.

FMCSA already requires motor carriers to designate a principal place of business. This section both codifies that requirement and extends the requirement to brokers and freight forwarders as well. This language clarifies that FMCSA has the upfront authority to verify the principal place of business and, if needed, deny the registration. This enhances FMCSA's ability to take enforcement actions against bad actors by allowing them to prevent sham registrants from starting operations.

This section also extends requirements that registrants disclose common ownership between any other registered entities. Motor carriers are already required to disclose this information, and this section codifies the requirement for brokers and freight forwarders. If FMCSA detects a link between fraudulent actors, they are able to withhold operating authority or take other enforcement actions as needed.

Section 5305. Household goods consumer protection working group.

This section directs the Secretary to establish a working group to develop recommendations to modernize Federal consumer protection regulations relating to the interstate transportation of household goods by motor carrier. The working group must consist of representatives of the household goods industry, consumer affairs, and moving and storage associations. The working group is required to submit a report to the Secretary on their findings. The Secretary is required to submit a summary of those findings to Congress. The working group shall terminate one year after the report is submitted.

Subtitle E – Safe Integration of Autonomous Commercial Motor Vehicles**Section 5401. Definitions.**

This section defines terms related to autonomous commercial motor vehicles in section 31132 of title 49, United States Code.

Section 5402. ADS-equipped commercial motor vehicle interstate operation.

This section creates a safety standard for commercial motor vehicles equipped with autonomous driving systems (ADS) operating in interstate commerce. The safety standard requires manufacturers of ADS and ADS-equipped commercial motor vehicles to meet all applicable regulations, demonstrate competencies through a safety case, and adhere to reporting requirements. The section also establishes requirements for operators of ADS-equipped commercial motor vehicles.

Additionally, this section establishes a transportation rulemaking committee to make recommendations on the implementation of the safety standard established under this section, and on the applicability of parts 350 through 399 of title 49, Code of Federal Regulations, for ADS-equipped commercial motor vehicles, dynamic driving task (DDT) fallback-ready users, remote drivers, remote assistants, and driverless dispatch operators.

Section 5403. Review and preemption of state laws and regulations.

This section amends section 31141(a) of title 49, United States Code, to ensure ADS-equipped commercial motor vehicles are included under the Secretary's preemption of state law authorities.

Section 5404. Ensuring regulatory flexibility for safety technologies.

This section provides parity for automated driving systems technologies and equipment with other safety technologies for vehicle width exemptions.

Section 5405. Regulatory interpretations.

This section permits the use of cab-mounted warning beacons as warning devices for commercial motor vehicles stopped upon the traveled portion or shoulder of a highway. This section does not require commercial motor vehicles to be equipped with, or use, a cab-mounted warning beacon.

Section 5406. National consumer complaint database.

This section requires the Secretary to collect and display information specific to ADS-equipped commercial motor vehicles in the National Consumer Complaint Database.

Section 5407. Commercial motor vehicle workforce development.

This section establishes a workforce development program to support the commercial motor vehicle workforce by strengthening employment opportunities for professional drivers, mechanics, and others with occupations that affect the safety and operation of commercial motor vehicles. The program is authorized for FY 2027 through FY 2031. This section requires the Secretary to submit a report annually to Congress on the status of the program.

Title VI – Innovation

Section 6001. Strengthening mobility and revolutionizing transportation grant program.

This section reauthorizes the Strengthening Mobility and Revolutionizing Transportation (SMART) grant program through FY 2031. This section consolidates funding for the SMART grant program into a single funding stream for both development and implementation phase activities for eligible projects. This section also ensures that the Secretary prioritizes projects under this grant that promote new and emerging technologies that are not widely deployed.

Section 6002. Technology deployment.

This section reauthorizes technology deployment programs through FY 2031, including the Accelerated Implementation and Deployment of Pavement Technologies Program (AID-PT), which supports innovative pavement technologies, as well as the Advanced Digital Construction Management Systems program (ADCMS), which provides grants to develop and support ADCMS technologies. For the ADCMS program, the bill restricts funding so a single entity may not receive more than 10 percent of funds and requires the Secretary to publish recommendations to encourage wider deployment and implementation of ADCMS by states.

Section 6003. Strategic innovation for revenue collection.

This section reauthorizes the Strategic Innovation for Revenue Collection program through FY 2031 to provide grants to states and regions to test the feasibility of a road usage fee and other user-based mechanisms to address the solvency of the Highway Trust Fund.

Section 6004. National motor vehicle per-mile user fee pilot.

This section reauthorizes the national motor vehicle per-mile user fee pilot program through FY 2031. This section expands the objectives of the program to include data collection and reporting on the differences between a national per-mile road usage charge and the Federal motor fuels tax for rural and urban drivers, as well as the interoperability of road usage charge collections between multiple states. This section also requires the Secretary to carry out a public awareness campaign on a national motor vehicle per-mile user fee program.

Section 6005. ITS advisory committee.

This section requires the Secretary to appoint a representative from a labor organization representing transportation workers to the advisory committee tasked with reviewing the Department's intelligent transportation system programs.

Section 6006. Encouraged use of digital platforms.

This section directs the Executive Director of the Interagency Infrastructure Permitting Improvement Center to encourage recipients of DOT funds to utilize digital platforms when

carrying out environmental reviews under NEPA. This section also requires the Executive Director to publish technology-neutral guidance for grant recipients utilizing digital platforms.

Section 6007. Nontraditional and emerging transportation technology council.

This section specifies that the Nontraditional and Emerging Transportation Technology (NETT) Council shall consult with a range of stakeholders. The section also encourages the Council to examine how new and emerging technologies may benefit each modal administration and how the modal administrations plan to incorporate such technology.

Section 6008. University transportation centers program.

This section reauthorizes the university transportation centers through FY 2031 and ensures funding for this program is awarded to applicants with a demonstrated ability to disseminate results to state and local transportation officials.

Section 6009. Prohibition related to certain foreign-made LiDAR technology.

This section prohibits the Secretary from procuring, obtaining, or awarding funding for any covered LiDAR technology, LiDAR technology produced or provided by a covered LiDAR company, or any LiDAR technology produced in or provided by a covered foreign country, as defined in the *National Defense Authorization Act for Fiscal Year 2025* (10 U.S.C. note prec. 4651; Public Law 118-159). The Secretary may waive the prohibition on a case-by-case basis if it is in the national interest of the United States. The prohibition shall not apply for transportation safety purposes, as determined by the Secretary. The prohibition is effective on the date that is one year after the date of enactment of this Act.

Section 6010. Data privacy.

This section requires the Secretary to ensure that any use of predictive analytics, telematics, or other validated data tools by the Department protects personally identifiable information in compliance with Federal privacy laws and is applied consistently across all DOT offices. Within one year, the Secretary must issue guidance on best practices for anonymizing safety data, promoting transparency, and ensuring data tools rely on validated, effective methodologies.

Section 6011. Study on adoption and deployment of new and emerging technologies.

This section directs the TRB to review the Department's strategy to encourage the adoption of new and emerging technologies, including digital project delivery tools and intelligent transportation systems. The section requires TRB to consider the potential cost or safety impacts of new and emerging technologies, as well as the opportunities and challenges such technologies present to the transportation workforce. TRB must submit a report to Congress detailing the findings of the study.

Section 6012. Autonomous vehicle accessibility study.

This section requires TRB to study infrastructure changes, such as curb management, sidewalk and roadway design, pick-up zones, curb extension, and infrastructure design, to improve accessibility of autonomous ride-hail vehicles for people with disabilities, particularly wheelchair users. The study must evaluate cost-effectiveness, applicability across different geographic areas, and regulatory barriers. TRB is required to submit the findings of the study to the Secretary, and the Secretary is required to submit to Congress a summary of the report, including any recommendations for further action.

Section 6013. GAO study of intelligent transportation systems physical and cyber vulnerabilities.

This section directs the Government Accountability Office (GAO) to review the physical and cybersecurity risks associated with intelligent transportation systems and advanced transportation technologies, including data protection risks and risks involving government procurement of foreign-manufactured devices. The GAO is directed to submit a report to Congress on the results of the study, including any recommendations to reduce physical and cybersecurity vulnerabilities associated with intelligent transportation systems.

Section 6014. GAO study and report on automated driving systems safety assurance.

This section requires the GAO to assess what changes related to NHTSA's incident data collection system and practices are necessary for the safe deployment of vehicles equipped with automated driving systems. The study requires the GAO to consult with transportation stakeholders, including state departments of transportation, representatives of law enforcement, manufacturers of automated driving systems, roadway safety advocates, and labor organizations representing transportation workers, and report to Congress on the findings of such study.

Section 6015. Technical assistance.

This section allows the Secretary to provide guidance or technical assistance to state transportation departments to enable states to use innovative construction materials on Federal-aid projects.

Title VII – Freight and Multimodal Transportation Programs

Subtitle A – Freight Policy

Section 7001. National multimodal freight policy.

This section strengthens national multimodal freight policy by requiring the Secretary to consider how proposed projects under both the Mega and INFRA grant programs would mitigate bottlenecks and improve freight movement on the National Multimodal Freight Network. Additionally, it directs the GAO to review national multimodal freight policy, the utilization of the national strategic freight plan, network designation requirements, and freight movement improvements and issue a report with recommendations to address freight bottlenecks.

Section 7002. National freight strategic plan.

This section ensures the National Strategic Freight Plan includes consideration of inland maritime port facilities. This section also ensures the plan considers the impact of freight for rural and underserved communities and requires the plan to be updated every three years.

Section 7003. National multimodal freight network.

This section amends section 70103 of title 49, United States Code, to highlight the importance of addressing freight mobility challenges, including bottlenecks, as part of the National Multimodal Freight Network, and broadens eligible freight related facilities to include those with connections to water storage facilities and inland maritime port facilities. This section makes technical corrections to ensure the section is carried out by the Assistant Secretary for Multimodal Freight. It also requires the National Multimodal Freight Network to be redesignated every three years rather than every five years.

Section 7004. State freight advisory committees.

This section amends section 70201 of title 49, United States Code, to provide greater flexibility for the role of State Freight Advisory Committees.

Section 7005. State freight plans.

This section amends section 70202 of title 49, United States Code, to ensure state freight plans include strategies and actions the state plan to take to mitigate congestion and freight delay. This section also requires states to submit a list of freight bottlenecks, including those at highway interchanges, and solutions for addressing those bottlenecks.

Section 7006. Freight logistics optimization works program.

This section codifies the Freight Logistics Optimization Works (FLOW) Program. This section directs the Bureau of Transportation Statistics (BTS) Director, in coordination with the Office of Multimodal Freight Infrastructure and Policy, to establish and maintain a voluntary public-

private data sharing program to improve freight system efficiency. The program enhances visibility into freight flows, helps identify and mitigate bottlenecks, improves forecasting and planning, strengthens the supply chain, and supports data-informed policy development. This section ensures BTS aggregates and anonymizes program data and serves as neutral data steward.

Subtitle B – Multimodal Policy and Programs

Section 7101. Streamlining positions within Office of the Secretary.

This section streamlines the DOT’s Office of the Secretary by removing Senate confirmation for the Assistant Secretary for Government Affairs.

Section 7102. Council on credit and finance transparency.

This section requires the Council on Credit and Finance Transparency to publish meeting summaries and agendas publicly on a Department website.

Section 7103. Amendments to working capital fund.

This section improves the administrative working capital fund by allowing the Department to centralize its information technology resources and create an internal reserve fund to manage the costs of transferred assets. The section also clarifies fund reimbursement may occur after performance or paid in advance.

Section 7104. Transportation assistance for international games.

This section establishes a new program to support planning, capital, and operating needs for major international sporting events, including Olympic, Paralympic, and FIFA World Cup events. Eligible entities may apply for grants to fund transportation projects and planning activities that facilitate the movement of people and goods associated with a covered event. The section authorizes \$50 million annually for the program for FYs 2027 through 2031 and directs the Secretary to provide technical and planning assistance to eligible entities.

Section 7105. National infrastructure project assistance.

This section reauthorizes the Mega grant program through FY 2031. This section expands project eligibility to include lessees of Federal surface transportation hubs and public transportation projects eligible for assistance under the CIG program in large urbanized areas. It updates the evaluation criteria, including by adding consideration of the use of innovative construction materials and the impact of population growth. The section also reduces the Congressional notification period from 30 days to three days and reduces the program set-aside to 25 percent from 50 percent for projects that cost between \$100 million and \$500 million.

Section 7106. Local and regional project assistance.

This section reauthorizes the Local and Regional Project Assistance (BUILD) Program through FYs 2027 through 2031. This section updates the definition of “area of persistent poverty” to include updated census data and qualified opportunity zones and expands eligible applicants to include lessees of Federal surface transportation hubs. This section expedites program delivery by requiring the Secretary to consider if a project may reasonably begin construction within 18 months of an award, requiring project sponsors to certify they have notified a state department of transportation if their project is located on a state-owned or state-managed facility, and providing pre-award authority. This section requires the Secretary to only select grant recipients based on the program’s selection criteria and clarifies any planning funds provided under this program do not constitute a guarantee of a future grant award. Lastly, this section requires the GAO to review the program every two years and submit a report to Congress.

Section 7107. National culvert removal, replacement, and restoration grant program.

This section amends the National Culvert Removal, Replacement, and Restoration Grant Program by expanding eligible projects and entities.

Section 7108. Rural and tribal infrastructure advancement pilot extension.

This section reauthorizes and extends the Rural and Tribal Assistance Pilot Program through October 1, 2031.

Section 7109. Advisory committee on cargo theft and freight fraud.

This section directs the Secretary to establish an advisory committee on cargo theft and freight fraud. The committee shall consist of up to 20 members representing law enforcement, the freight industry, and cybersecurity professionals to provide recommendations on combating cargo theft and freight fraud. The committee must consider different types of theft, where and how they occur, their financial and supply chain impacts, existing security measures, and relevant DOT policies and data systems when providing recommendations. The committee is required to submit biennial reports to Congress describing its recommendations to the Secretary and assessing progress made in addressing cargo theft and freight fraud.

Title VIII – Miscellaneous

Section 8001. Title 23 technical corrections.

This section makes technical corrections throughout title 23, United States Code.

Section 8002. Title 49 technical corrections.

This section makes technical corrections throughout title 49, United States Code.

Title IX – Sport Fishing and Recreational Boating Safety

Section 9001. Division of annual appropriations.

This section authorizes appropriations for the programs established under the *Dingell-Johnson Sport Fish Restoration Act* through FY 2031.

Section 9002. Funding for Interstate Fisheries Commission activities.

This section removes the former \$1.2 million cap on distributions the Secretary of the Interior can make to four regional fisheries commissions. It also establishes a new formula for apportioning funds to these entities.

Section 9003. Boating infrastructure priorities.

This section replaces section 8(g) of the *Dingell Johnson Sport Fish and Boating Safety Act* with the provisions of section 7404 of the *Sportfishing and Boating Safety Act of 1998* and amends the provisions of section 7404 to make the construction, renovation, or maintenance of a strategic maritime fuel station qualify as boating infrastructure and eligible to receive grant funding under the statute. This section also defines strategic marine fuels and strategic maritime fuel station. The existing section 8(g) establishes conditions which states were required to meet before being eligible for grants established under section 7404. The conditions were met more than 25 years ago. The requirements in section 8(g) no longer apply. However, the authority to make grants under 7404 is an ongoing authority. Therefore, this amendment moves the permanent state grant making authority into section 8 of *Dingell Johnson Sport Fish and Boating Safety Act* and repeals the outdated transition provisions.

Title X – Railroads and Hazardous Materials

Subtitle A – Authorization of Appropriations and Grant Reforms

Section 10101. Grants to Amtrak.

This section authorizes annual funding for Amtrak from FY 2027 through FY 2031, authorizing grant programs for both the Northeast Corridor and the National Network. The section sets aside funding for the Northeast Corridor Commission and the State-Supported Route Committee.

Section 10102. Federal Railroad Administration.

This section authorizes annual funding for the Federal Railroad Administration's (FRA's) safety operations and research programs. The section sets aside funding to support the Transportation Technology Center, the Rail Research and Development Center of Excellence, and Safety Culture Grants.

Section 10103. Competitive grants.

This section authorizes annual funding for the following railroad competitive grants: Consolidated Rail Infrastructure and Safety Improvements, Railroad Crossing Safety Improvements and Elimination, and the National Intercity Passenger Railroad Partnership Program.

Section 10104. Consolidated rail infrastructure and safety improvements.

This section reauthorizes the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program to fund freight and intercity passenger rail projects. It expands eligibility to law enforcement, and Washington, D.C.'s Union Station. It enables research and development of technologies that improve railroad safety such as wayside defect detection and rail car and train movement monitoring technology, and provides assistance for projects that improve passenger rail ridership and freight service by reducing conflicts on shared lines.

Section 10105. Railroad crossing safety improvements and elimination program.

This section reauthorizes what was previously named the Railroad Crossing Elimination Program, makes rail safety nonprofit organizations eligible for grants, continues eligibility for safety improvements at grade crossings, and allows for the use of advanced technology to improve safety and to reduce costs.

Section 10106. National intercity passenger railroad partnership program.

This section consolidates three grant programs: the Federal-State Partnership for Intercity Passenger Rail, Restoration and Enhancements, and Interstate Rail Compacts; into a newly created National Intercity Passenger Railroad Partnership Program. Further, this section establishes new cost shares for operating assistance and clarifies an acceptable degree of non-

Federal financial commitments.

Section 10107. Corridor identification and development program.

This section authorizes the Corridor Identification and Development Program through FY 2031, and revises service development plan requirements for new applicants and current applicants that have not yet secured non-Federal funding. It also allows corridors to concurrently undertake various phases of project development work to speed up project completion.

Section 10108. Emergency relief.

This section authorizes an Emergency Relief program for rail at the FRA. The Secretary may provide grants for repairing or replacing certain rail infrastructure of Class II, Class III and intercity passenger rail carriers that are damaged by natural disasters or catastrophe. It covers both capital projects and evacuation-related operating expenses that are not otherwise covered by private insurance. This section requires recipients to maintain proper insurance and ensures Federal funds do not duplicate assistance FEMA or private sources.

Section 10109. Amtrak Office of Inspector General.

This section authorizes funds to be appropriated to the Office of Inspector General (OIG) of Amtrak.

Subtitle B – Amtrak Reforms

Section 10201. Amtrak economic performance.

This section updates Amtrak’s statutory findings, goals, and financial performance.

Section 10202. Amtrak transparency and accountability for passengers and taxpayers.

This section is identical to H.R. 188, the *Amtrak Transparency and Accountability Act for Passengers and Taxpayers Act*, ordered reported by the Committee, by voice vote, on April 2, 2025. It applies the *Government in the Sunshine Act’s* (5 U.S.C. § 552b) Federal open meetings transparency requirements to meetings of Amtrak’s Board of Directors.

Section 10203. Implementing Amtrak Office of Inspector General recommendations to address infrastructure backlog.

This section requires Amtrak to implement the recommendations found in the April 10, 2026, Amtrak Inspector General’s Report entitled, “Asset Management: Better Governance and Data Would Improve Company Efforts to Achieve a State of Good Repair.” Not later than three years after the date of enactment of this Act, the Amtrak Inspector General is directed to evaluate the extent to which Amtrak has complied with the recommendations included in the report.

Section 10204. Amtrak executive bonus disclosure.

This section is identical to H.R. 192, the *Amtrak Executive Bonus Disclosure Act of 2025* that passed the House under suspension of the rules, by a vote of 407 yeas to 0 nays on January 13, 2025. It requires Amtrak to report the annual base pay and any bonus compensation awarded to each member of the executive leadership team to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, and to make this information available on its public website.

Section 10205. Amtrak and intercity passenger rail workforce assault prevention and response plans.

This section requires the Secretary to establish best practices for responding to assault and harassment on passenger trains, including de-escalation training and incident reporting. Within one year, all passenger rail operators must implement formal response plans to seek to prevent and appropriately respond to incidents of assault and harassment on workers and passengers.

Section 10206. Baby changing table requirements on Amtrak trains.

This section is identical to H.R. 248, the *Baby Changing on Board Act* that passed the House under suspension of the rules, by a voice vote on June 6, 2025. It requires that all covered passenger rail trains shall have a baby changing table in at least one restroom in each car, including in an ADA-compliant restroom.

Section 10207. Report on Amtrak long-distance equipment maintenance costs.

This section requires Amtrak to submit a report to the Secretary, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate on the anticipated cost to rehabilitate, refurbish, and replace Amtrak's long-distance rail cars and locomotives.

Section 10208. Inspector General review of Amtrak accounting and reporting practices.

This section requires the DOT Inspector General to audit Amtrak's accounting systems and internal controls to ensure financial transparency, regulatory compliance, and accurate reporting. A report detailing the Corporation's responses to any of the Inspector General's recommendations must be submitted to Congress within one year after the enactment of this Act.

Section 10209. Amtrak annual reporting.

This section amends section 24315 subsection (a) of title 49, United States Code, by requiring Amtrak to reconcile its adjusted operating expenses to audited financial statements, in accordance with Generally Accepted Accounting Principles. Upon completion of this reconciliation, a certified public accountant or the Amtrak Inspector General shall review the rationale of the reconciliations.

Section 10210. Invoices and reports.

This section amends section 24712 (b) of title 49, United States Code, to allow states that contract with Amtrak to operate short-distance intercity passenger rail corridors who dispute costs to hire independent third parties to audit Amtrak invoices and its cost methodology. The section grants states access to relevant ledger data and operating statistics. It also clarifies the process for Amtrak or the state to resolve funding disputes.

Section 10211. State-supported cost and service policy.

This section amends section 24712 of title 49, United States Code, by specifically rebranding the state-supported routes cost methodology policy terms from “allocation” to focus on both “cost and service” and mandates at least four meetings per fiscal year for the State-Supported Route Committee. This Committee includes representatives from 18 states, DOT, and Amtrak. It also solidifies the State-Supported Route Committee’s authority to oversee cost methodology implementation and transparency requirements for state-supported routes operated by Amtrak.

Section 10212. GAO study on Amtrak customer experience.

This section mandates that the Comptroller General evaluate Amtrak’s Nationwide customer experience, such as ticketing transparency; onboard services, including food and beverage service; station accessibility, service reliability and timeliness of operations; and communication with passengers. The report must include stakeholder input and recommendations for improvement.

Section 10213. GAO study on Amtrak service to privately owned rail cars.

This section requires the Comptroller General to conduct an assessment of Amtrak’s contracts and services for privately owned rail cars, specifically evaluating how Amtrak calculates costs, determines pricing, and manages parking and access.

Section 10214. The Donald M. Payne, Jr. Transit Center at Newark Penn Station.

This section designates Newark Penn Station to be known as the “Donald M. Payne, Jr. Transit Center at Newark Penn Station.”

Section 10215. Public notice and comment on Amtrak’s corporate structure.

This section requires Amtrak to publish any corporate restructuring plan in the Federal Register for public comment before it can be approved by the Board of Directors. Amtrak must then submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate responding to the public’s feedback, detailing which suggestions will be adopted, justifying those that were rejected, and providing a final implementation strategy.

Section 10216. GAO examination of international passenger rail.

This section requires the Comptroller General to submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate within two years comparing Amtrak to a sample of international passenger rail carriers to identify governance and financing practices that could be applied domestically.

Section 10217. Food and beverage service.

This section directs the Comptroller General to conduct a study of Amtrak’s Food and Beverage Service to make recommendations, including for the re-establishment of dining car service. The section also creates an advisory committee to support implementation of recommendations included in the study.

Subtitle C – Passenger Rail Policy

Section 10301. Intercity passenger rail equipment pools.

This section allows the Secretary to work with interstate rail compacts to establish equipment pools. The pools may be used to lease or buy equipment for use by member states. Further the section creates equipment pool eligibilities in the Railroad Rehabilitation and Improvement Financing (RRIF) program.

Section 10302. California High-Speed Rail working group.

This section creates a working group to conduct a comprehensive assessment of the California High-Speed Rail project, composed of stakeholders and experts appointed by Congressional leadership and the Secretary. The legislation restricts further funding to the project during the working group’s assessment or within two years of enactment of this Act, whichever is earlier.

Section 10303. Route-specific reports.

This section requires the Secretary of Transportation to conduct a two-year feasibility study on establishing or expanding certain intercity passenger rail routes, ensuring any recommended routes are economically justified through data analysis.

Section 10304. Study on commuter rail passenger transportation and transfers.

This section is identical to H.R. 1547, the *One Seat Ride Act*, which passed the House under Suspension of the Rules, on December 5, 2023, by a vote of 356 yeas to 61 nays. This provision directs the Comptroller General to conduct a study on the benefits of commuter rail and the primary obstacles to implementing “single-seat trips” that eliminate the need for passenger transfers.

Section 10305. Adjustment of liability cap.

This section codifies the current liability cap of \$323 million per passenger rail incident. It also establishes a new process to review this cap every five years through a multi-stakeholder working group, ensuring the limit is adjusted based on safety risks and accident severity while capping any single increase of the cap at a maximum of 10 percent. Further, this section amends the current 30-day period to obtain coverage to allow covered entities a year to obtain any increase in coverage.

Subtitle D – Rail Safety and Innovation**Section 10401. Rail bridge safety.**

This section updates section 20105 of title 49, United States Code, as well as section 20145 of title 49, United States Code, to authorize state rail safety inspectors to conduct railroad bridge inspections and establishes a formal Rail Bridge Safety Concern Reporting System for state, local, and tribal governments to report structural hazards. Further, the section allows the Secretary to investigate these reports and enforce repairs, while also streamlining the process for government officials to request public versions of railroad bridge inspection reports.

Section 10402. Public availability of Federally funded data.

This section requires the Secretary to make publicly available all non-security sensitive or proprietary information included in Federally funded research and data used in publications, including peer-reviewed research.

Section 10403. Safety culture grant program.

This section codifies a long-standing program that provides grants to non-profit organizations specializing in railroad safety culture and training activities for Class II, Class III and commuter railroads. Additionally, it authorizes funding for the procurement of safety equipment to these railroads and emergency responders to improve the handling and oversight of hazardous materials during transit and incidents.

Section 10404. Improved supporting information transparency and using performance-based regulations during rulemaking.

This section increases the transparency of the FRA's rulemaking process. The section also requires the Secretary to consider whether a performance-based approach to rulemaking is appropriate and include an explanation for when a performance-based approach is not taken.

Section 10405. Installation of image recording devices.

This section mandates that the Secretary require all Class I freight railroad carriers to install inward- and outward-facing cameras in controlling locomotive cabs within two years of issuing new regulations. It also establishes an approval process for these recording devices,

providing a five-year grace period for existing equipment that meets Federal standards while exempting certain carriers covered under previous legislation.

Section 10406. Membership of National Domestic Preparedness Consortium.

This section designates the MxV Learning Institute as a member of the National Domestic Preparedness Consortium.

Section 10407. Preventing tampering with wayside defect detectors.

This section requires the Secretary to form a multi-stakeholder working group to address the safety risks posed by wayside defect detector tampering and make recommendations on policies and strategies to deter such incidents.

Section 10408. Rail technology and asset pilot program.

This section creates a pilot program to provide competitive grants to acquire newer, innovative railroad technology systems and equipment that improve safety and efficiency.

Section 10409. Vent and burn report updates.

This section implements a recommendation included in the National Transportation Safety Board's East Palestine, Ohio, report directing the FRA to update and distribute its Vent and Burn guidance to emergency responders.

Section 10410. Rail freight cargo security assessment.

This section requires the FRA to conduct a comprehensive assessment of security vulnerabilities in freight rail focusing on preventing organized theft of freight rail cargo and to report these findings to Congress.

Section 10411. 50-year rule revision.

This section directs the Secretary to finalize the rulemaking described in the NPRM titled, "Repealing Special Approval Requirement for Freight Cars More than 50 Years Old" within 90 days of enactment.

Section 10412. Self-contained propelled freight vehicle.

This section allows the Secretary to issue a proposed rulemaking related to safety regulations for self-contained propelled freight vehicles no later than one year after the date of enactment of this Act or completion of the self-propelled rail vehicle Test Program in the Federal Railroad Administration Docket Number FRA 2023-00666.

Section 10413. Railroad Safety Advisory Committee evaluation of National Academies of Sciences, Engineering, and Medicine findings.

This provision directs the Secretary to task a working group of the Rail Safety Advisory Committee to develop recommendations for improving employee training and ensuring the safe operation of trains of varying lengths.

Section 10414. Blocked Crossings.

This section makes FRA's Blocked Crossing Portal permanent. The section further establishes a process for investigating reported blocked crossings, a process for public engagement with impacted communities, and allows for data from the portal to be considered for grant funding decisions. This section further requires the Secretary to make each railroad's point of contact for blocked crossings publicly available on its website.

Section 10415. Civil Penalties.

This section increases the maximum civil penalties for various railroad safety violations for the first time in over a decade, including those involving the transportation of hazardous materials and general safety standards. Specifically, it increases the standard maximum fines from \$25,000 to \$50,000 and raises the ceiling for aggravated or repeat violations from \$100,000 to \$200,000.

Section 10416. Pressure relief devices.

This section requires the FRA to submit a report to Congress, analyzing the causes and failure rates of rail tank car pressure relief devices and provide recommendations to prevent or reduce the incidence of such potential failures. The study must assess variables like fire temperature, device orientation, and material compatibility, while providing recommendations and consulting with industry stakeholders to improve the safety and survivability of these critical components.

Section 10417. Federal Railroad Administration safety workforce.

This section requires the FRA Office of Safety to maintain a minimum workforce of 713 employees whose primary duties are specifically related to the agency's safety mission.

Section 10418. FRA safety inspector and specialist review.

This section directs the Federal Railroad Administration, in consultation with the Office of Personnel Management, to conduct a comprehensive review of the pay grades and job descriptions for its safety inspection and specialist personnel. This section also requires a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate within 180 days that outlines necessary administrative or legislative reforms.

Section 10419. Federal Railroad Administration safety culture.

This section mandates that the DOT Inspector General conduct a formal review of the FRA's safety culture. Within one year of the review's completion, the Secretary must submit an action plan to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate outlining how the agency will implement the Inspector General's recommendations for improvement.

Section 10420. Confidential close call reporting.

This section establishes a Confidential Close Call Reporting System (C³RS) and requires the participation of all Class I freight railroads.

Section 10421. Wayside employee protection.

This section requires the Secretary to mandate, within one year, that all railroads provide task and environment appropriate equipment to railroad watchmen and roadway workers.

Section 10422. Safety enforcement transparency.

This section requires the Secretary to publish quarterly summaries of all railroad enforcement actions resulting from reportable incidents in a publicly searchable online database. Each summary must disclose the carrier, the violation type, and penalty details. It also provides an opportunity for railroads to respond to enforcement action reporting.

Section 10423. Reports on highway-rail grade crossing safety and trespasser prevention.

This section is identical to H.R. 5783, the *State Actions for Employing Transportation Risk Assessments and Crossing Knowledge Strategies Act of 2025* that was favorably reported by the Committee on December 18, 2025, by voice vote. This section requires states to update their highway-rail grade crossing action plans every five years and to include specific strategies for reducing pedestrian fatalities and suicides.

Section 10424. Locomotive engineer training.

This section requires the Secretary update Federal regulations to require railroads to ensure certified locomotive engineers maintain the skills necessary for manual train operation for the types of operations they conduct.

Section 10425. Assessment of track safety.

This section directs the Comptroller General conduct a comprehensive review of "excepted track" safety standards within 180 days to determine if current regulations are sufficient to ensure such track is properly classified, the excepted track mileage by state, how much of that mileage has been in excepted status for five years or more, and the effects of applying Part 215 safety regulation to such tracks to supply chains and potential modal shifts. The assessment will

evaluate the economic and operational impacts of stricter regulations.

Section 10426. Review of train dispatching technologies.

This section requires the Secretary to evaluate the safety, reliability, and performance of centralized train dispatching systems within one year of enactment of the Act. The review must assess the costs, maintenance, and interoperability of these platforms with safety technologies, including Positive Train Control, while consulting with manufacturers and labor organizations to determine if further legislative oversight is necessary to ensure operational compliance.

Section 10427. Incident investigation review.

This section requires DOT's Inspector General conduct a study no later than one year after the date of enactment of this Act, to evaluate whether current laws and agency practices are sufficient to allow FRA accident investigators to complete their investigations.

Section 10428. Review of risk reduction program plans.

This section requires covered railroads to identify changes in operations that result in railroad safety hazards that increase the rates of railroad accidents, injuries, and fatalities and address them as part of its internal audit reviewed by the FRA. The railroad must describe their plan to mitigate these risks in its Risk Reduction Program Plan. The section further requires the FRA to conduct a safety trend analysis of incidents across the railroad system. It also requires railroads to submit intermediary updates if a significant operational change is implemented that was not addressed in the current Risk Reduction Program Plan, and describe the measures taken to reduce safety risks associated with the change.

Section 10429. Railroad Safety Advisory Committee.

This section codifies the Railroad Safety Advisory Committee (RSAC) into Federal law for the period of this Act's authorization

Section 10430. Safety reporting extension.

This section extends required safety reporting with respect to trains following accidents through December 31, 2032.

Subtitle E – Project Delivery

Section 10501. Pre-award authority.

This section codifies the ability of the Secretary to grant pre-award authority that allows grant recipients to procure project-related materials and conduct other activities related to a project for eventual reimbursement.

Section 10502. Categorical exclusions for projects in existing operational rights-of-way.

This section directs the Secretary to approve additional “covered projects” as categorical exclusions under environmental regulations, provided they are located entirely within an existing railroad right-of-way.

Section 10503. Additional categorical exclusions.

This section requires the Secretary to survey existing transportation-related categorical exclusions and solicit recommendations from industry stakeholders to identify new actions that should be categorically excluded.

Section 10504. State-railroad infrastructure project coordination and process standardization working group.

This section requires the Secretary to establish a Working Group to examine and develop recommendations and methods to improve coordination among states, local governments, metropolitan planning organizations and railroads for non-railroad projects that cross a railroad right-of-way.

Section 10505. Rail project advance acquisition.

This section allows the Secretary to reimburse grant recipients for property acquisition for rail projects prior to completing a NEPA review. This would bring rail projects into parity with highway construction projects.

Section 10506. Direct loans and loan guarantees.

This section expands eligibility of the Build America Bureau Direct Loan program to certain shipping entities for projects that facilitate and expand the direct movement of freight by rail and for use in transportation-oriented development projects. It also expands the Bureau’s lending capacity to \$50 billion from \$35 billion.

Section 10507. Veteran to supply chain employee action plan.

This section is identical to H.R. 3055, the *Transitioning Retiring and New Service Members to Port Ocean Rail and Truck Jobs (TRANSPORT) Act* that passed the House on September 8, 2025, under suspension of the rules, by voice vote. It requires DOT, in consultation with other Federal agencies, to assess and develop a plan to address barriers to jobs in transportation and supply chain occupations for separating and retiring service members.

Section 10508. Lead agency for environmental review purposes.

This section specifies that the first agency within DOT to take major action on a proposed project shall be the lead agency for NEPA compliance.

Section 10509. Environmental review determination.

This section seeks to expedite the project delivery process in establishing a 90-day time frame for the lead agency of a transportation project to render decisions on the scope of required NEPA activities.

Section 10510. Expedited consultation process.

This section streamlines the Section 106 historic preservation process by allowing state or tribal officers to authorize the simultaneous completion of multiple review steps when appropriate.

Section 10511. Technical assistance.

This section amends section 20108 of title 49, United States Code, by authorizing the Secretary to make funding available to non-profit institutions for the purposes of providing technical assistance, training, guidance, and education programs to local communities, metropolitan planning organizations and small entities, such as Short Line Railroads, eligible for competitive grants.

Section 10512. Amendment to allow RRIF direct loans to be structured as an interest-only loan.

This section authorizes the Secretary to offer interest-only RRIF loans with terms up to 10 years, to finance the construction of railroad infrastructure.

Section 10513. Use of certain grant funds to pay RRIF credit risk premiums.

This section allows grant recipients to use certain Federal grants to fund the credit risk premium applied to RRIF loans.

Section 10514. Amendment to establish alternative credit assessment pathway for RRIF loan applicants.

This section permits the Build American Bureau to utilize the credit risk assessments of certain qualified financial institutions as a supplement to the Bureau's underwriting of Railroad Rehabilitation and Improvement Financing loans.

Section 10515. Railroad rehabilitation and improvement financing program authorization of appropriations.

This provision extends the authorization of the RRIF program and increases the funding available for its administration.

Subtitle F – Hazardous Materials Transportation

Section 10601. Authorization of appropriations.

This section authorizes appropriations for the Transportation of Hazardous Materials and the Hazardous Materials Safety Training Grants.

Section 10602. Hazardous materials registration fees.

The Pipeline and Hazardous Materials Safety Administration (PHMSA) collects required registration fees from hazardous materials shippers and carriers, which fund the Hazardous Materials Emergency Preparedness Fund. The Fund is then used to provide certain emergency preparedness grants and to provide monitoring and technical assistance to state, tribal, and local entities. This section amends section 5108 (g) of title 49, United States Code, with new distinctions between small businesses and non-profits for the requirements for the Secretary to establish and collect an annual fee.

Section 10603. Hazardous materials safety training grants.

This section consolidates PHMSA's Hazardous Materials Safety Training grants, which support state and local governments, as well as emergency responders with the goal of improving emergency response and reducing risks in transportation of hazardous materials.

Section 10604. Incorporation of special permits into hazardous materials regulations.

This section amends section 5117 of title 49, United States Code, by changing the initial period of a special permit from two to four years and reduces the time period for PHMSA to incorporate proven permits to its hazardous materials regulations from 10 years to eight years.

Section 10605. Harmonization of safety regulations.

This section amends section 5120 of title 49, United States Code, by inserting a time in which an interim final rule must be updated or issued based on if the Secretary determines it is necessary to update or issuance a regulation due to a change in international standard or requirement. The section also gives the Secretary discretion in adopting international standards or requirements.

Section 10606. Regulation of foreign manufacturers of cylinders used in transporting hazardous materials.

This section is identical to H.R. 1182, the *Compressed Gas Cylinder Safety and Oversight Improvements Act of 2025* that passed the House on June 9, 2025, under suspension of the rules, by voice vote. This section ensures that only DOT-specified compressed gas cylinders are shipped to the United States, that such compressed gas cylinders have appropriate markings and

establishes a process for PHMSA to recover the costs of inspecting foreign manufacturers of compressed gas cylinders.

Section 10607. Safety placards.

This section addresses a recommendation from the National Transportation Safety Board’s East Palestine, Ohio, Investigation (NTSB I-24-1) on the survivability of hazardous materials placards. It requires the Secretary to initiate a rulemaking for placards to withstand temperatures common in the uncontrolled burning of hazardous materials to ensure it remains legible in accidents.

Section 10608. Study on limited commercial driver’s license hazardous materials endorsements.

This section requires the Secretary to conduct a study and assessment investigating the feasibility of creating a material-specific commercial vehicle license test for hazardous material endorsement.

Section 10609. Real-time train consist information rulemaking evaluation.

This section requires the Secretary to conduct an evaluation of implementation of the Final Rule entitled, “Hazardous Materials: *FAST Act* Requirements for Real-Time Consist Information” issued on June 24, 2024, including an assessment of outreach efforts to First Responders and any gaps in availability of real-time consist information.

Section 10610. Study on exception for intrastate transportation of diesel fuel in support of logging or timber operations.

This section requires the Comptroller General to submit a report to Congress on whether creating an exception similar to the one for agriculture at part 173.5 of title 49, Code of Federal Regulations, should apply to the transportation of diesel fuel in support of logging or timber operations.

Section 10611. Safer tank cars.

This section revises the phase-out date for older series tank cars that carry certain flammable liquids to December 31, 2028, with the ability for the deadline to be moved to May 1, 2029, if based on a GAO assessment, the Secretary determines that insufficient tank car manufacturing or retrofitting capacity exists to meet this deadline

Section 10612. Requirements for safe transport of lithium-ion batteries.

This section requires the Secretary to revise provisions and issue regulations for the safe transport of lithium-ion batteries, including the ability to withstand forces, the state of charge, and guidance on damaged, defective or recalled lithium-ion batteries during transport. After the requirements are published, they are to be reviewed and updated as needed by the

Secretary every five years.

Section 10613. Innovative thermal run-away suppression strategies.

This section amends section 5118(c)(3) of title 49, United States Code, to create a new grant program to study the effectiveness of strategies to combat thermal runaway in lithium-ion cells or batteries in commercial transport. It also requires the Secretary to report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the strategies.

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

Acronym List

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
IIEP	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