cog
Council of Governments

cta
County Transportation Authority

AGENDA

Legislative Policy Committee Meeting

August 12, 2026

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
Joe Baca, Jr., Supervisor
County of San Bernardino

Vice Chair – Vice President
Daniel Ramos, Mayor Pro Tem
City of Adelanto

Past President
Rick Denison, Council Member
Town of Yucca Valley

Art Bishop, Council Member
Town of Apple Valley

Frank Navarro, Mayor
City of Colton

Larry McCallon, Council Member
City of Highland

John Dutrey, Mayor
City of Montclair

Alan Wapner, Mayor Pro Tem
City of Ontario

Jesse Armendarez, Supervisor
County of San Bernardino

1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

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San Bernardino County Transportation Authority
San Bernardino Council of Governments

AGENDA

Legislative Policy Committee

August 12, 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 Joe Baca Jr.)

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 Pg. 9

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. 10

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

- Transportation; and
- Council of Governments.

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

- Transportation; and
- Council of Governments.

Presenter: Louis Vidaure

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

3. Bill Position Recommendations Pg. 52

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

A. Approve a support position on Senate Bill (SB) 741 by Senator Catherine Blakespear regarding the Low Carbon Transit Operations Program.

B. Approve a support position on SB 1087 by Senator Christopher Cabaldon regarding changes to Regional Transportation Plan/Sustainable Communities Strategy guidelines and requirements.

Presenter: Louis Vidaure

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

4. Federal Legislative Update Pg. 80

Receive the August 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. 83
Acronym List Pg. 84
Mission Statement Pg. 86

The next Legislative Policy Committee meeting is scheduled for September 9, 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 reunion 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: August 12, 2026

Subject:
Information Relative to Possible Conflict of Interest

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

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

Item No.	Contract No.	Principals & Agents	Subcontractors
		None	

Financial Impact:
This item has no direct impact on the budget.

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

Responsible Staff:
Molly Wiltshire, Director of Legislative and Public Affairs

Approved
Legislative Policy Committee
Date: August 12, 2026

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: August 12, 2026

Subject:
State Legislative Update

Recommendation:
A. Receive the August 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

Much of June 2026 focused on budget negotiations. In the first half of the month, the Legislature focused on passing the main budget bill ahead of the June 15, 2026, deadline. These negotiations involved budget subcommittee hearings broken down by subject, along with full committee meetings to finalize the Senate and Assembly two-party deal. Ultimately, the Legislature passed its version of the budget on time.

Focus then shifted to the November ballot. The deadline for the Legislature to pass policies intended to go on the November ballot was June 25, 2026. Ahead of the deadline, the Legislature and Governor Gavin Newsom worked on and agreed to add several measures for voter approval.

This included Proposition 1, an $11.25 billion affordable housing bond which also had funding for veteran specific housing. They also added Proposition 2, a constitutional amendment to allow the state to deposit up to 20% of its General Fund tax revenue into its Rainy Day Fund each year, instead of the current 10%, and spend some tax revenue to pay down its $20 billion federal unemployment insurance debt. Democratic leaders also worked to put Proposition 43 on the ballot to raise the threshold for citizen-driven special tax ballot initiatives to pass from a simple majority to two-thirds. This reflects a late breaking deal with the Howard Jarvis Taxpayers Association, which had originally worked on a measure to cap property taxes and raise the voter threshold. They removed their proposition following the deal with top legislators on Proposition 43.

Legislators also worked long hours to hear and pass bills out of their relevant policy committees. The deadline for bills to be heard in policy committee was July 2, 2026. Those that are fiscal now move to Appropriations Committees, where they have until August 14, 2026 to pass out of those committees. Bills without a fiscal tag go straight to the Floor for votes. All bills must pass out of the Legislature by the end of session on August 31, 2026.

Budget Update

After the May Revise was released, budget subcommittees continued to meet to negotiate the remaining items. While California lawmakers approved the State budget on June 15, 2026, it was far from final, as the final budget requires agreement from legislative leaders and the Governor alike.

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

On June 26, 2026, the Governor and legislative leaders announced a three-party budget deal. The $352 billion budget that passed on June 30, 2026, ahead of the July 1, 2026 start of the fiscal year, was balanced and ensured a $0 deficit for this fiscal year and the following.

While the budget addressed a number of different issues, decisions around the allocations of the Greenhouse Gas Reduction Fund were punted to August 2026, leaving things like climate and wildfire resiliency, and housing and transit program funding up in the air. The recent downturn in Cap-and-Invest revenues, as well as recent regulatory decisions at the California Air Resources Board, have led to additional competition around the decreased revenues. This led to frustration from Legislators, and a call to withhold any funds without a guarantee that no programs would see reductions over the next two fiscal years. It is unclear how the negotiations will proceed.

Legislators and the Governor will continue negotiating through the July Recess and will need to make final decisions on allocations before the end of session on August 31, 2026.

Governor's Executive Order on Public Transportation

Governor Newsom signed Executive Order N-7-26, related to public transportation.

Presented as an action to accelerate local and regional transit project delivery, improve access to funding, and reduce greenhouse gas emissions in the face of federal cuts to public transportation and clean transportation programs, the Executive Order aims to:

- **Support the delivery of transit and rail projects and services by expanding California Department of Transportation's (Caltrans) role** in the identification of transit priority projects; the provision of shared technologies and software; the promulgation of design guidance for transit infrastructure on the state highway system; and the promulgation of standard plans and specifications, policy, and procedures to permit transit infrastructure on the state highway system.
- **Expand transparency and equitable access to state transit and rail funding opportunities by directing Caltrans to develop a real-time dashboard**, highlighting funding opportunities, the status of such opportunities, and other relevant information, as grant funding is consolidated into a system of record.
- **Address bureaucratic barriers to the delivery of transit and rail projects and services by directing Caltrans to implement certain Transit Transformation Task Force recommendations** related to automating Transportation Development Act and National Transit Database reporting; reducing, wherever feasible, the timelines for the distribution of funds; lifting, where practicable, limits imposed on the use of funds; providing, where allowed, pre-award authority for federal funds; providing technical assistance with the implementation of Bus Rapid Transit and Bus Only lanes on the state highway system; initiating an update to the State Manual of Uniform Traffic Control Devices to address transit infrastructure; and identifying updates to the department's existing exception policy around the use of Caltrans' airspace to authorize transit and passenger rail operators to store Zero-Emission Vehicles and develop refueling and charging infrastructure on operator-controlled land located beneath or adjacent to Caltrans facilities.
- **Direct discretionary and flexible funding toward transit and rail projects and services**, including by directing Caltrans to explore opportunities to support regions that flex Federal Highway Administration formula funds to transit; directing Caltrans, the Department of Housing and Community Development, and the California Transportation Commission (CTC) to develop funding criteria that prioritizes funding to transit projects

located in jurisdictions with a Pro-Housing designation; and directing the California State Transportation Agency, in coordination with Caltrans and the CTC, to update state funding program guidelines to incentivize the delivery of transit priority infrastructure and first- and last-mile connectivity.

- **Standardize transit and passenger rail data** by directing Caltrans to publish guidelines and implement standards that allow for efficient integration between systems and consistent information being reported to the public.

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: August 12, 2026

Witnessed By:

ATTACHMENT A

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
LEGISLATIVE BILL POSITIONS - August 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 codifiy the Regional Early Action Planning 1.0 funding program.	Passed out of Senate Housing Committee and referred to Senate Appropriations Committee. (6/29/26)	Support	4/8/2026
AB 2059 (Wilson)	Would determine transportation projects in designated nonmetrololitan counties would have less than significant transportation impacts pursuent to the vehicle miles travelled metric in CEQA.	Passed out of Senate Environmental Quality Committee and referred to Senate Appropriations Committee. (7/2/26)	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

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
LEGISLATIVE BILL POSITIONS - August 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 Senate Transportation Committee and referred to Senate Appropriations Committee. (6/23/26)	Oppose	4/8/2026

ATTACHMENT B

SBCTA Bill Report
7/30/2026

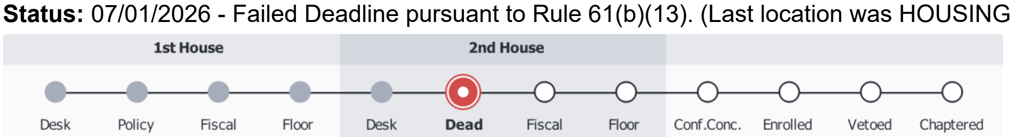
AB 6 **(Ward, D) Residential developments: building standards: review.**

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.**

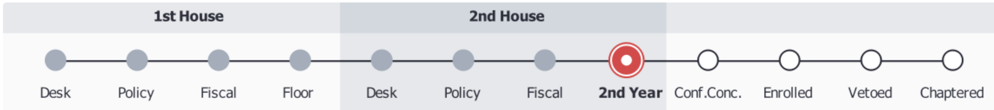
Current Text: 12/02/2024 - Introduced **HTML** **PDF**
Introduced: 12/02/2024
Status: 07/01/2026 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was HOUSING on 6/18/2026)



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:
06/29/26 **S Housing** (text 12/02/24)

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

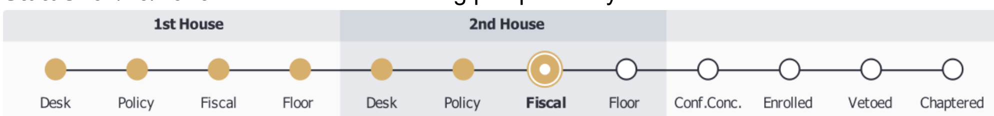
Current Text: 06/30/2025 - Amended **HTML** **PDF**
Introduced: 12/02/2024
Status: 09/11/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/9/2025) (May be acted upon Jan 2026)



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: 06/22/2026 - Amended **HTML** **PDF**
Introduced: 12/10/2024
Status: 07/29/2026 - In committee: Hearing postponed by committee.



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. On and after January 1, 2028, this bill would authorize the association to share policyholder information with insurers participating in the clearinghouse program, as specified, to allow a participating insurer to offer a policy to a FAIR Plan policyholder and, if there is an agent or broker of record listed on the policy, would require the insurer to make the offer simultaneously to the agent or broker of record and the FAIR Plan policyholder. 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 06/22/2026 text)
Analysis:
06/22/26 **S Insurance** (text 06/22/26)

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

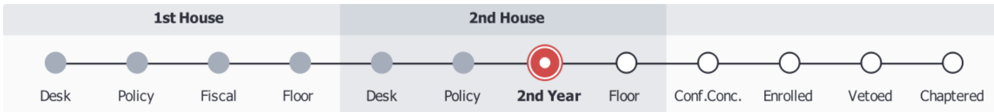
Current Text: 04/21/2025 - Amended **HTML** **PDF**
Introduced: 01/16/2025
Status: 07/01/2026 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was JUD. on 5/14/2025)

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)

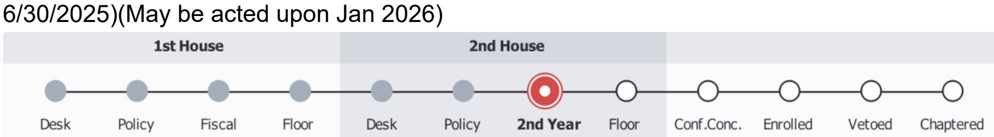


Summary: Current law requires the State Fire Marshal to classify lands within state responsibility areas into fire hazard severity zones, and, by regulation, designate fire hazard severity zones and assign to each zone a rating reflecting the degree of severity of fire hazard that is expected to prevail 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 interpretations.**

Current Text: 07/02/2026 - Amended **HTML** **PDF**

Introduced: 01/23/2025
Status: 07/02/2026 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 1). Read second time and amended. Re-referred to Com. on APPR.

1st House				2nd House							
Desk	Policy	Fiscal	Floor	Desk	Policy	**Fiscal**	Floor	Conf.Conc.	Enrolled	Vetoed	Chaptered

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, a request for approval to use an alternate material. The bill would modify 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 requiring that certain issues appealed have both statewide significance and that the person seeking the appeal has exhausted all local appeals procedures before appealing to the commission, subject to a certain exception. The bill would require the commission to review those appealed issues with specified stakeholders. (Based on 07/02/2026 text)

Analysis:
06/26/26 **S Local Government** (text 06/15/26)

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

Current Text: 04/29/2025 - Amended **HTML** **PDF**
Introduced: 01/24/2025
Status: 07/01/2026 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was E.Q. on 6/4/2025)

1st House				2nd House							
Desk	Policy	Fiscal	Floor	Desk	**Dead**	Fiscal	Floor	Conf.Conc.	Enrolled	Vetoed	Chaptered

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)

1st House				2nd House							
Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	**2nd Year**	Conf.Conc.	Enrolled	Vetoed	Chaptered

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

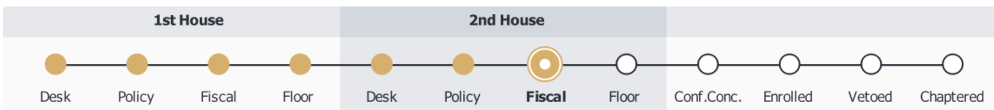
adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current 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: 06/22/2026 - In committee: Referred to APPR. suspense file.

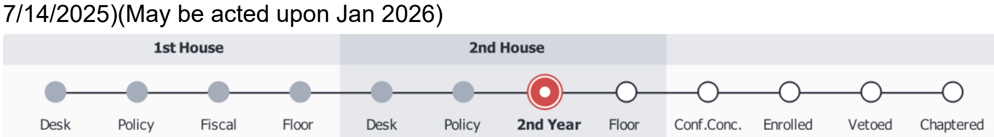


Summary: The State Aeronautics Act governs various matters relative to aviation in the state, and authorizes the Department of Transportation to adopt, administer, and enforce rules and regulations for the administration of the act. This bill, the Advanced Air Mobility Infrastructure Act, would require 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:
06/19/26 **S Appropriations** (text 05/27/26)

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)



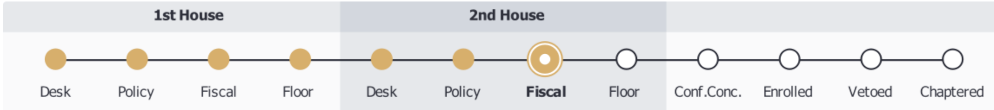
Summary: Current law requires the State Energy Resources Conservation and Development Commission, beginning November 1, 2003, and biennially thereafter, to adopt an integrated energy policy report that contains an overview of major energy trends and issues facing the state, presents policy recommendations 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)** **Los Angeles Community College District: California Center for Climate Change Education.**

Current Text: 06/09/2026 - Amended **HTML** **PDF**
Introduced: 02/06/2025

Status: 07/02/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (July 1). Re-referred to Com. on APPR.

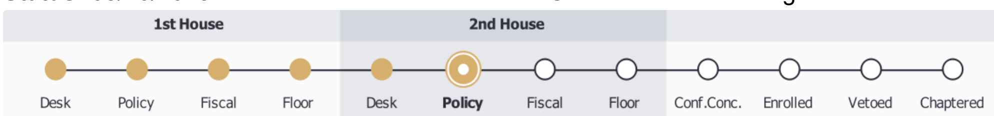


Summary: Existing law establishes community college districts throughout the state, and authorizes them to provide instruction to students at community college campuses. One of these districts is the Los Angeles Community College District. Existing law appropriates $5,000,000 to the Los Angeles Community College District for the development and initial operations of the California Center for Climate Change Education at the West Los Angeles College with the mission to promote climate change education at the California Community Colleges and establish opportunities for students to engage in hands-on internships and other learning opportunities. This bill would codify the establishment of the center. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles Community College District. (Based on 06/09/2026 text)

Analysis:
06/29/26 **S Education** (text 06/09/26)

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.



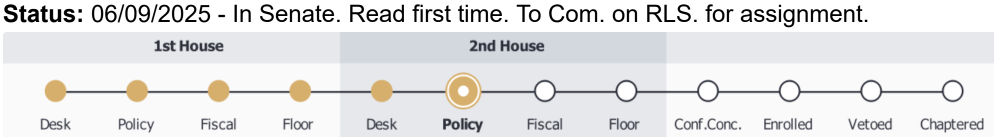
Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the 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.

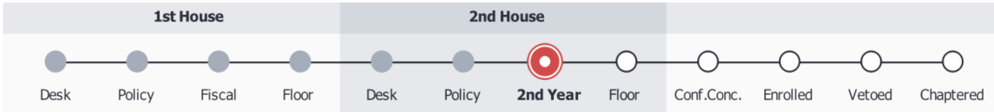


Summary: Current statutory law, enacted by Proposition 62, as approved by the voters at the November 4, 1986, statewide general election, prohibits a local government or district from imposing any transaction tax or sales tax on the sale of real property within the city, county, or district, except as 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.**

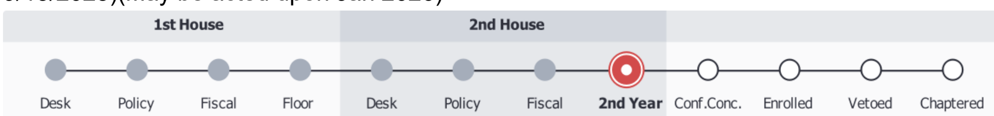
Current Text: 07/14/2025 - Amended **HTML** **PDF**
Introduced: 02/14/2025
Status: 08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)



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 **(González, Mark, D) Transfer taxes: limitation.**

Current Text: 06/22/2026 - Amended **HTML** **PDF**
Introduced: 02/18/2025
Status: 07/01/2026 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was L. GOV. on 6/22/2026)

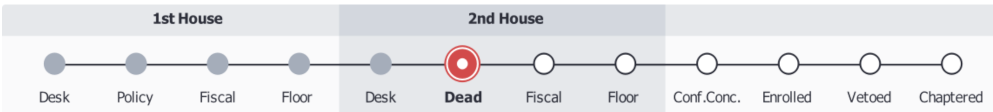
Summary: The Documentary Transfer Tax Act authorizes the imposition of a tax by a county or city and county, as provided, with respect to specified instruments that transfer specified interests in real property. This bill would, beginning January 1, 2027, prohibit a local jurisdiction, defined to include a city, including a charter city, county, or city and county, from collecting a transfer tax, as defined, levied on the sale or transfer of a real property interest conveyed if the combined transfer tax rate levied by the local jurisdiction exceeds 1.5% of the consideration paid for or value of the real property interest conveyed, except as otherwise provided. The bill would also prohibit a local jurisdiction from levying a transfer tax on the first sale of single-family housing property occurring within 5 years of one or more housing units on the real property being destroyed or made uninhabitable by a natural disaster, as defined. (Based on 06/22/2026 text)

Analysis:
06/24/26 **S Local Government** (text 06/22/26)

Priority: 1

AB 782 **(Quirk-Silva, D) Unlawfully restrictive covenants: redevelopment of commercial property for residential uses.**

Current Text: 06/02/2026 - Amended **HTML** **PDF**
Introduced: 02/18/2025
Status: 07/01/2026 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was HOUSING on 6/10/2026)

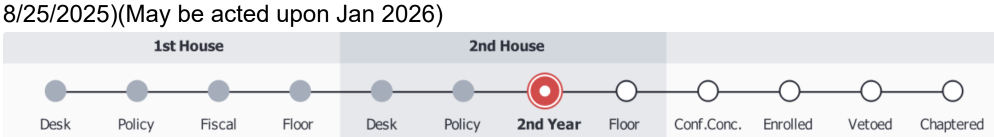


Summary: Existing law provides that recorded covenants, conditions, restrictions, or private limits on the use of land contained in instruments affecting the transfer or sale of any interest in real property that, among other things, restrict or prohibit the residential uses of the property, are not enforceable against the owner of a housing development if an approved restrictive covenant housing modification document has been recorded in the public record, as provided. As part of this process, existing law requires the owner to submit to the county recorder a copy of the original restrictive covenant and any documents the owner believes necessary to establish that the property qualifies as a housing development and requires the county counsel to determine, among other things, if the property qualifies as a housing development and if a modification document may be recorded. Existing law defines “housing development,” for purposes of these provisions, as a development located on the property that is the subject of the recorded restrictive covenant and meets one of 3 sets of specified requirements. One set requires the property to be owned or controlled by an entity or individual that has submitted a development project application to redevelop an existing commercial property, and the development project includes residential uses permitted by state housing laws or local land use and zoning regulations. This bill would narrow the housing developments that qualify for removing use restrictions on an existing commercial property, as described above, by excluding a development project within a charter city that meets 3 criteria. For that exclusion, the bill would require the charter city to have a population size between 200,000 and 400,000 and a housing element that is in substantial compliance with the housing element law, as specified. (Based on 06/02/2026 text)

Analysis:
06/25/26 **S Housing** (text 06/02/26)

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)

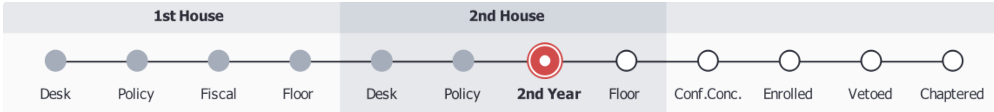


Summary: Would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the Department of Transportation, on or before December 31, 2027, to develop and publish guidance for the deployment 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)



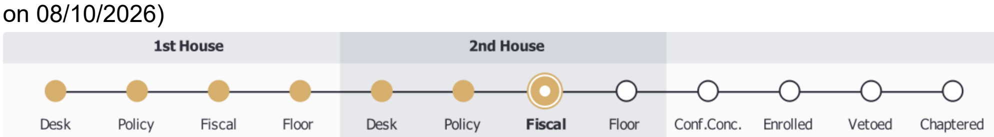
Summary: Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department 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: 07/14/2025 - In committee: Set, first hearing. Hearing canceled at the request of author. (Set for hearing on 08/10/2026)

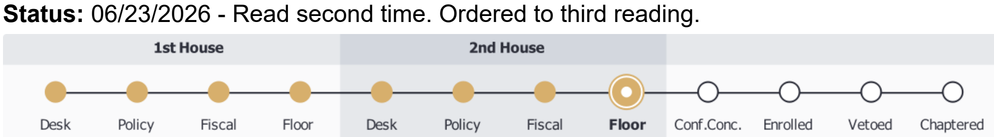


Summary: The Planning and Zoning Law requires a city or county to adopt a general plan for land use development that includes, among other things, a housing element. Current law requires the housing element to include, among other things, an inventory of land suitable and available for residential development, 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: 06/23/2026 - Read second time. Ordered to third reading.

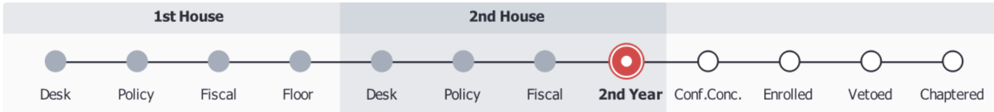


Summary: The Density Bonus Law requires a city or county to provide a developer that proposes a housing development, as defined, within the city or county with a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, if the developer agrees to 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:
06/24/26 **S Floor Analyses** (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)

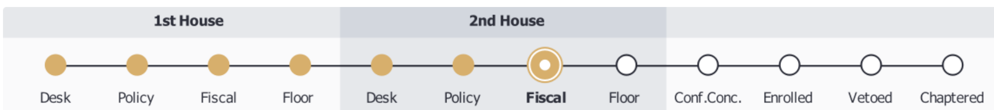


Summary: Current law requires transportation projects included in the interregional transportation improvement program (ITIP) to be consistent with the interregional transportation strategic plan (ITSP). Current law requires the Department of Transportation to submit the ITSP to the California Transportation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

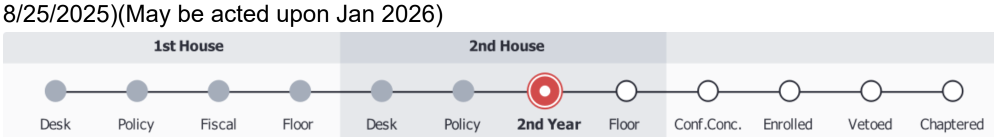
Current Text: 06/15/2026 - Amended **HTML** **PDF**
Introduced: 02/20/2025
Status: 07/02/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (July 1). Re-referred to Com. on APPR.



Summary: Existing law 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. The bill would revise the provision governing prohibitions or restrictions on the construction or use of an accessory dwelling unit or junior accessory dwelling unit on a lot zoned for single-family residential use to instead apply to the construction or use of an accessory dwelling unit or junior accessory dwelling unit on a lot zoned to allow single-family residential use. (Based on 06/15/2026 text)
Analysis:
06/26/26 **S Local Government** (text 06/15/26)

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 8-26 (12365 : 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)

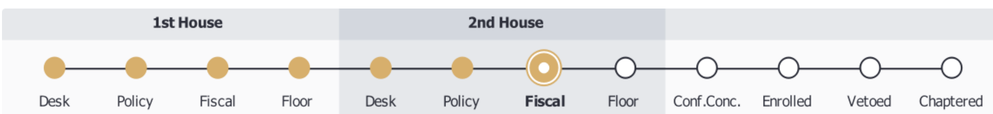
Analysis:
08/22/25 **S Appropriations** (text 08/18/25)

AB 1237 **(McKinnor, D) Swimming pool safety: building codes: condominium units.**

Current Text: 07/02/2026 - Amended **HTML** **PDF**

Introduced: 02/21/2025

Status: 07/02/2026 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 10. Noes 0.) (July 1). Read second time and amended. Re-referred to Com. on APPR.



Summary: The California Building Standards Law requires the California Building Standards Commission to publish the California Building Standards Code, which contains, among others, the California Building Code and the California Residential Code, as provided. Existing law requires the commission to publish the text of the Swimming Pool Safety Act in the California Residential Code. This bill would require, on or before March 1, 2027, the commission to also publish the text of the Swimming Pool Safety Act in the California Building Code, as specified. (Based on 07/02/2026 text)

Analysis:
06/30/26 **S Health** (text 06/11/26)

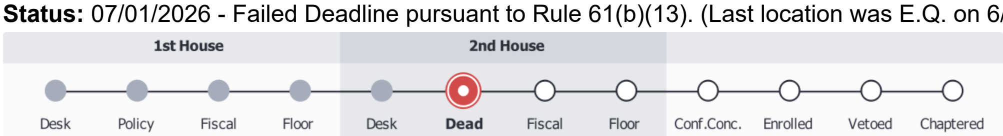
Priority: 1

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: 07/01/2026 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was E.Q. on 6/11/2025)



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

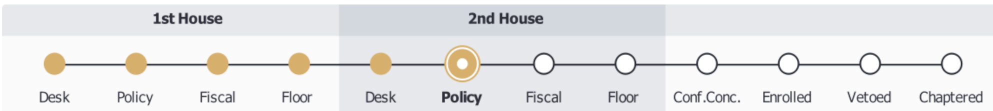
Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would 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**) **Real property tax: welfare exemption: moderate-income housing.**

Current Text: 06/15/2026 - Amended **HTML** **PDF**
Introduced: 02/21/2025
Status: 06/22/2026 - Re-referred to Com. on REV. & TAX.

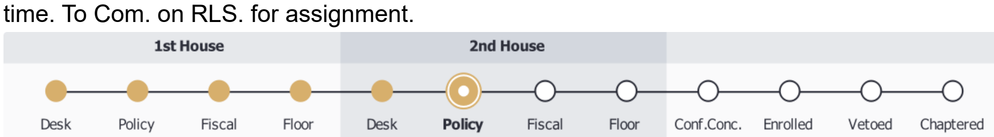


Summary: Existing property tax law, pursuant to constitutional authorization, provides for a “welfare exemption” for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. That law provides a partial welfare exemption in the case of residential rental property used for lower income households, as specified, calculated as that percentage of the value of the property that is equal to the percentage that the number of units serving lower income households represents of the total number of residential units. This bill would, for lien dates commencing on or after January 1, 2027, and before January 1, 2030, provide a partial welfare exemption in the case of certain residential rental property used for low- and moderate-income households. The partial exemption would be equal to the value of the units serving low- and moderate-income households, as defined. The bill would require an owner to make specified certifications relating to the use of the property. The bill would apply the exemption described above for a period of 15 years from the date of the initial filing of the exemption, as specified. (Based on 06/15/2026 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.



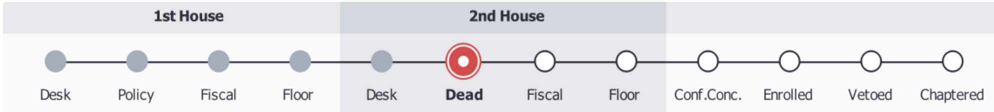
Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue 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 1436 (**Ávila Farías, D**) **State Air Resources Board: air pollution regulations: private fleets: exception.**

Current Text: 06/22/2026 - Amended **HTML** **PDF**
Introduced: 02/21/2025
Status: 07/01/2026 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was E.Q. on 6/15/2026)

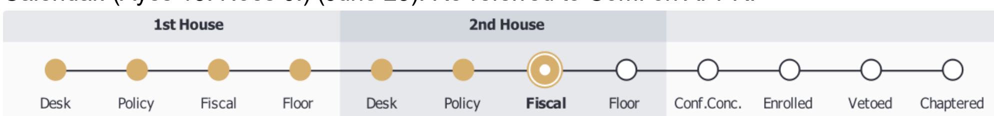


Summary: The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. Existing federal law, the Clean Air Act, prohibits any state or any political subdivision thereof from adopting or attempting to enforce any standard relating to the control of emissions from new motor vehicles or new motor vehicle engines, except through a waiver, as provided. This bill would prohibit the State Air Resources Board from enforcing any regulation that directly or indirectly compels compliance by private fleets, as provided, until the state has obtained a required waiver or authorization under the federal Clean Air Act. (Based on 06/22/2026 text)

Analysis:
06/29/26 **S Environmental Quality** (text 06/11/26)

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

Current Text: 06/04/2026 - Amended **HTML** **PDF**
Introduced: 01/16/2026
Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 23). Re-referred to Com. on APPR.

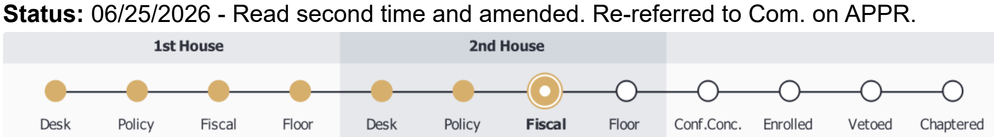


Summary: Would require the Department of Transportation to create, on or before June 1, 2027, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified. (Based on 06/04/2026 text)

Analysis:
06/19/26 **S Transportation** (text 06/04/26)

AB 1663 **(Wallis, R) Western Joshua Tree Conservation Act: removal: trimming.**

Current Text: 06/25/2026 - Amended **HTML** **PDF**
Introduced: 01/29/2026
Status: 06/25/2026 - Read second time and amended. Re-referred to Com. on APPR.

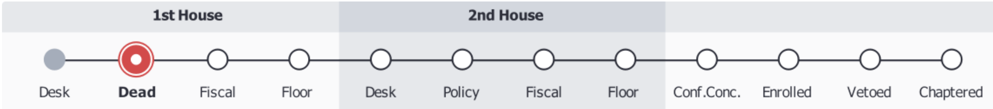


Summary: The Western Joshua Tree Conservation Act prohibits any person or public agency from importing into the state, exporting out of the state, or taking, possessing, purchasing, or selling within the state, a western Joshua tree or any part or product of the tree, except as specified. The act authorizes 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 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. The act authorizes the department to permit the removal or trimming of a dead western Joshua tree or trimming of a live western Joshua tree, without payment of fees or other mitigation, provided that the dead western Joshua tree or any limb to be removed satisfies a specified condition, including that the tree is leaning against an existing structure. This bill would additionally authorize the department to issue a permit, without payment of fees or other mitigation, for the removal or trimming of any western Joshua tree that meets certain criteria, including that the western Joshua tree is located on a parcel that contains an existing single-family residence that is occupied by a person who maintains a specified homeowner's property tax exemption and that the removal or trimming of the western Joshua tree is necessary to maintain, repair, or replace existing infrastructure or utilities, as specified. (Based on 06/25/2026 text)

Analysis:
06/19/26 **S Natural Resources And Water** (text 04/27/26)

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

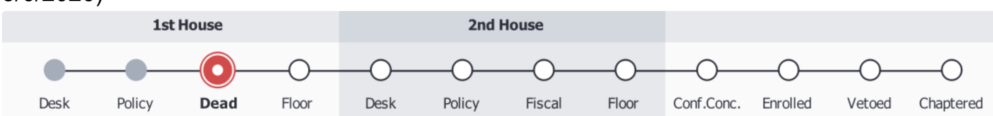
Current Text: 03/19/2026 - Amended **HTML** **PDF**
Introduced: 02/02/2026
Status: 04/23/2026 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was L. GOV. on 4/13/2026)



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)

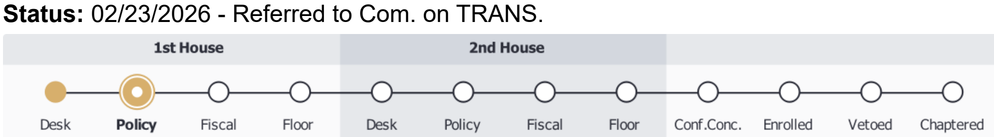


Summary: Existing law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions with grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Existing 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.

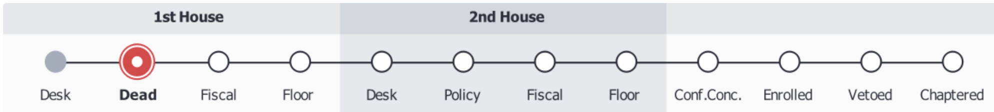


Summary: The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for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

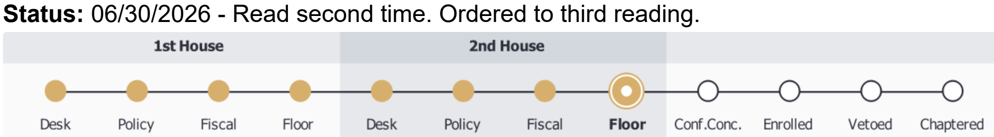
Current Text: 03/19/2026 - Amended **HTML** **PDF**
Introduced: 02/09/2026
Status: 04/23/2026 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was L. GOV. on 3/16/2026)



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.**

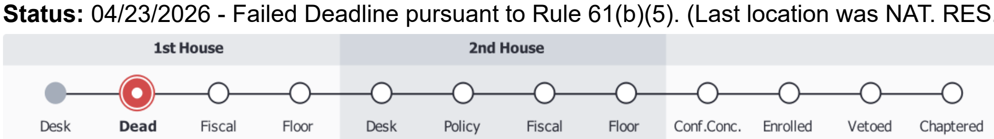
Current Text: 06/18/2026 - Amended **HTML** **PDF**
Introduced: 02/10/2026
Status: 06/30/2026 - Read second time. Ordered to third reading.



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, 2032. (Based on 06/18/2026 text)
Analysis:
07/01/26 **S Floor Analyses** (text 06/18/26)

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

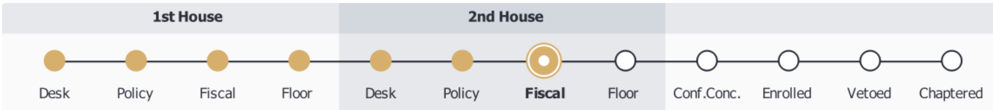
Current Text: 02/10/2026 - Introduced **HTML** **PDF**
Introduced: 02/10/2026
Status: 04/23/2026 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was NAT. RES. on 2/23/2026)



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: endowments.**

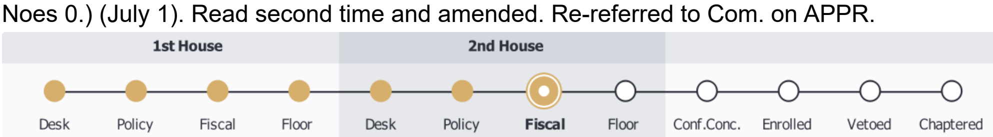
Current Text: 07/02/2026 - Amended **HTML** **PDF**
Introduced: 02/10/2026
Status: 07/02/2026 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (July 1). Read second time and amended. Re-referred to Com. on APPR.



Summary: The Planning and Zoning Law authorizes a state or local public agency to authorize a governmental entity, a special district, a nonprofit organization, a for-profit entity, a person, or another entity to hold title to and manage an interest in property held for mitigation purposes, subject to certain requirements. Existing law authorizes a governmental entity, special district, or nonprofit organization that holds the property as described above to hold an endowment conveyed for the property, except as specified. Existing law subjects the holder of an endowment to certain requirements, including that the holder certify to the project proponent or the holder of the mitigation property or a conservation easement and the local or state agency that required the endowment that it meets specified requirements. Existing law repeals these provisions on January 1, 2027. This bill would delete the above repeal date, thereby extending those provisions indefinitely. (Based on 07/02/2026 text)
Analysis:
06/26/26 **S Local Government** (text 02/10/26)

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

Current Text: 07/02/2026 - Amended **HTML** **PDF**
Introduced: 02/10/2026
Status: 07/02/2026 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (July 1). Read second time and amended. Re-referred to Com. on APPR.

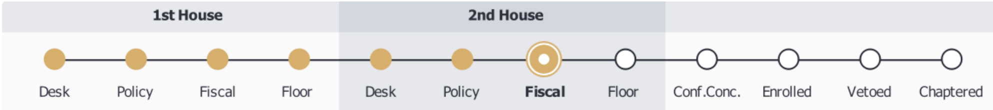


Summary: The Western Joshua Tree Conservation Act prohibits a person or public agency from importing into the state, exporting out of the state, or taking, possessing, purchasing, or selling within the state, a western Joshua tree or any part or product of the tree, except as provided. Under existing law, the Department of Fish and Wildlife may authorize, by permit, the taking of a western Joshua tree if certain conditions are met, including, among other conditions, that the permittee mitigates all impacts to, and the taking of, the western Joshua tree. Existing law authorizes the department to enter into an agreement with a county or city to delegate to the county or city the ability to authorize the taking of a western Joshua tree associated with developing single-family residences, multifamily residences, accessory structures, and public works projects concurrent with its approval of the project if certain conditions are met. Existing law authorizes a person or public agency receiving a take authorization for a project to pay specified fees in lieu of satisfying the mitigation obligation on several bases, including if the project receives a permit issued by a county or city. This bill would additionally authorize the department to enter into an agreement with a city to delegate to the city the ability to authorize the taking of a western Joshua tree associated with developing commercial and industrial projects. This bill would authorize the department to authorize, by permit, without payment of fees or other mitigation, (1) the removal of no more than 10, or the trimming of, western Joshua trees by certain owners of an existing occupied 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 or (2) the removal of no more than 40, or the trimming of, western Joshua trees by the proponent of a public works project if the western Joshua trees are within the construction footprint, or 15 feet of the construction footprint, of a public works project to repair, rehabilitate, replace, or maintain an existing structure. (Based on 07/02/2026 text)
Analysis:
06/29/26 **S Environmental Quality** (text 04/22/26)

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

Current Text: 06/25/2026 - Amended **HTML** **PDF**
Introduced: 02/11/2026

Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (June 30). Re-referred to Com. on APPR.

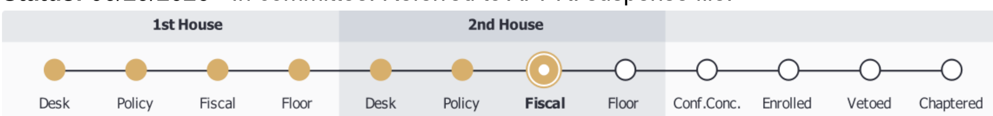


Summary: The California Public Records Act requires each state or local agency, upon a request for a copy of records that reasonably describes an identifiable record or records, to make the records promptly available to any person upon payment of fees covering direct costs of duplication, or a statutory 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 06/25/2026 text)

Analysis:
06/27/26 **S Judiciary** (text 06/25/26)

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

Current Text: 06/11/2026 - Amended **HTML** **PDF**
Introduced: 02/11/2026
Status: 06/29/2026 - In committee: Referred to APPR. suspense file.

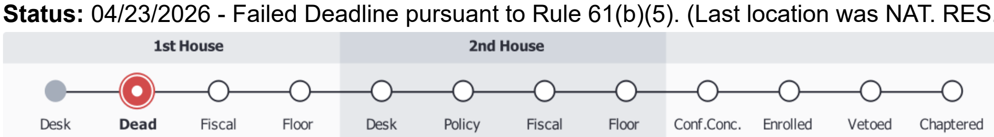


Summary: Existing law governs the procurement process for contracts of specified public entities. Existing law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency 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. The bill would require a local agency to establish a process for a contractor to appeal their bid disqualification, as specified. (Based on 06/11/2026 text)

Analysis:
06/26/26 **S Appropriations** (text 06/11/26)

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

Current Text: 02/11/2026 - Introduced **HTML** **PDF**
Introduced: 02/11/2026
Status: 04/23/2026 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was NAT. RES. on 2/23/2026)

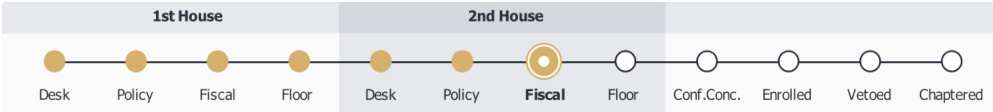


Summary: The California Environmental Quality Act (CEQA), until January 1, 2040, exempts from its requirements certain projects for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, as provided. CEQA requires, for purposes of this exemption, that the project be located entirely within an existing rail right-of-way or existing highway right-of-way, as provided. This bill would instead eliminate the condition that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. The bill would require, for purposes of the exemption, the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way. (Based on 02/11/2026 text)

AB 1859 **(Ortega, D)** **Public works.**

Current Text: 05/18/2026 - Amended **HTML** **PDF**

Introduced: 02/11/2026
Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 2.) (June 30). Re-referred to Com. on APPR.

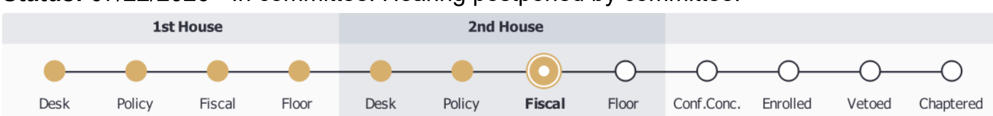


Summary: Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works. Existing law defines “public works,” for the purposes of regulating public works contracts as, among other things, construction, alteration, 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:
06/29/26 **S Judiciary** (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: 07/22/2026 - In committee: Hearing postponed by committee.



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:
06/29/26 **S Judiciary** (text 05/19/26)

AB 1903 **(Wicks, D) Construction defects.**

Current Text: 06/11/2026 - Amended **HTML** **PDF**
Introduced: 02/12/2026
Status: 07/01/2026 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was HOUSING on 6/30/2026)

1st House				2nd House							
Desk	Policy	Fiscal	Floor	Desk	**Dead**	Fiscal	Floor	Conf.Conc.	Enrolled	Vetoed	Chaptered

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. (Based on 06/11/2026 text)

Analysis:
06/29/26 **S Judiciary** (text 06/11/26)

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

Current Text: 06/18/2026 - Amended **HTML** **PDF**
Introduced: 02/17/2026
Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (June 30). Re-referred to Com. on APPR.

1st House				2nd House							
Desk	Policy	Fiscal	Floor	Desk	Policy	**Fiscal**	Floor	Conf.Conc.	Enrolled	Vetoed	Chaptered

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 or a responsible 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. The act defines "development project" to include specified housing development projects, as provided. 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. The bill would also define "housing development project" for the purposes of the Permit Streamlining Act and make additional conforming changes. By imposing additional duties on local agencies, the bill would impose a state-mandated local program. (Based on 06/18/2026 text)

Analysis:
06/25/26 **S Housing** (text 06/18/26)

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

Current Text: 06/18/2026 - Amended **HTML** **PDF**
Introduced: 02/17/2026
Status: 06/29/2026 - In committee: Referred to APPR. suspense file.

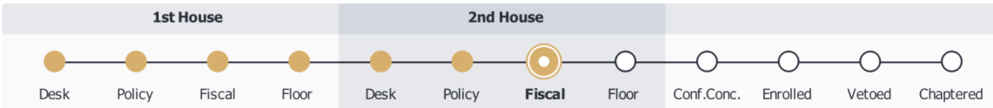
1st House				2nd House							
Desk	Policy	Fiscal	Floor	Desk	Policy	**Fiscal**	Floor	Conf.Conc.	Enrolled	Vetoed	Chaptered

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. Existing law establishes the Local Government Planning Support Grants Program, administered by the department, for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, as provided. This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding, including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided. (Based on 06/18/2026 text)

Analysis:
06/26/26 **S Appropriations** (text 06/18/26)

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

Current Text: 02/17/2026 - Introduced **HTML** **PDF**
Introduced: 02/17/2026
Status: 06/25/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 10. Noes 0.) (June 24). Re-referred to Com. on APPR.

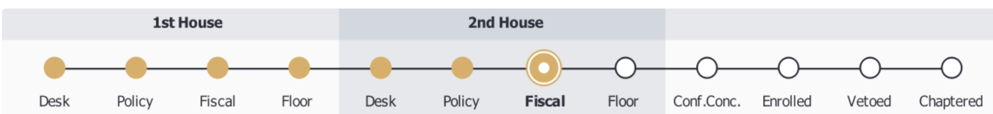


Summary: Current law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing, as specified, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay 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:
06/18/26 **S Housing** (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: 07/02/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (July 1). Re-referred to Com. on APPR.



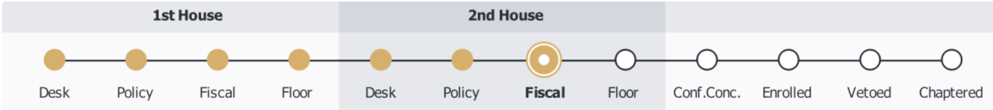
Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties. (Based on 04/22/2026 text)

Analysis:
06/29/26 **S Environmental Quality** (text 04/22/26)

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

Current Text: 07/02/2026 - Amended **HTML** **PDF**
Introduced: 02/18/2026 (Spot bill)

Status: 07/02/2026 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (July 1). Read second time and amended. Re-referred to Com. on APPR.

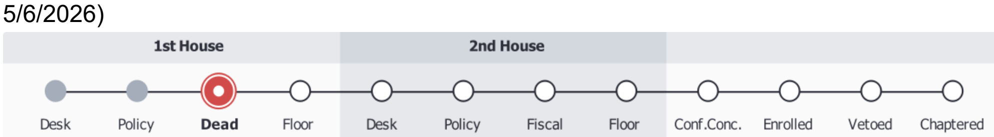


Summary: The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain 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 define "downtown housing development" as a housing development project within a regional hub district that meets certain conditions, including that it meets specified labor standards. The bill would prescribe requirements for the developments, including that the developments are eligible for streamlined ministerial approval, as specified. The bill would require the California Housing Finance Agency to conduct a housing construction loan and financing study that includes specified components and deliver that study to the Legislature and specified committees by December 1, 2027, as specified. (Based on 07/02/2026 text)

Analysis:
06/26/26 **S Local Government** (text 06/16/26)

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)

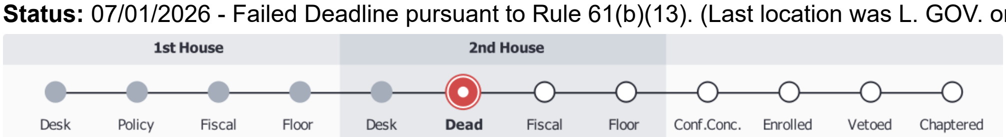


Summary: Existing law establishes the Department of Housing and Community Development (department) and, pursuant to the Governor's Reorganization Plan No. 1 of 2025, which became effective on July 5, 2025, transfers the department to the California Housing and Homelessness Agency, effective July 1, 2026, 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: 07/01/2026 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was L. GOV. on 6/10/2026)

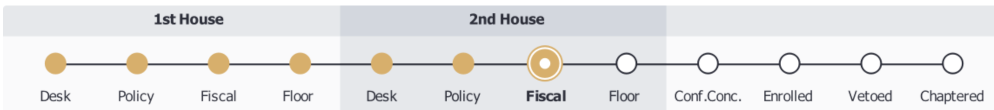


Summary: Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines "surplus land" for these purposes to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency's use. Existing law requires that land be declared either "surplus land" or "exempt surplus land," as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency's policies or procedures. Existing law provides that an agency is not required to follow the requirements for the disposal of surplus land for "exempt surplus land." Existing law defines "exempt surplus land" to include certain types of land. Existing law makes a local agency that disposes of surplus land, in violation of the requirements for the disposal of surplus land after receiving specified notification from the department that the local agency is in violation, liable for a penalty of 30% of the applicable disposition value for a first violation and 50% for any subsequent violation, as provided. This bill would expand the definition of "exempt surplus land" to include certain land owned by the City of Ontario that satisfies specified requirements. The bill would require that these requirements be contained in a covenant or restriction recorded against the surplus land at the time of disposition, as provided. The bill would require that the city meet specified requirements to declare exempt surplus land pursuant to these provisions, including depositing funds from the deposition into a local housing-specific set-aside account, as provided. (Based on 04/16/2026 text)

Analysis:
06/26/26 **S Local Government** (text 04/16/26)

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

Current Text: 06/22/2026 - Amended **HTML** **PDF**
Introduced: 02/18/2026
Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 4.) (June 30). Re-referred to Com. on APPR.

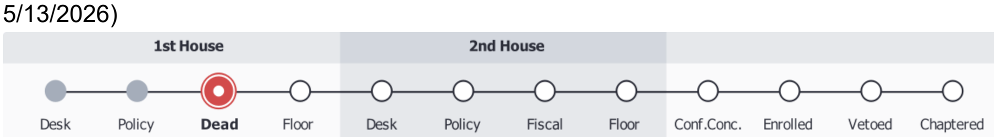


Summary: Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program, including guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will 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 06/22/2026 text)

Analysis:
06/26/26 **S Transportation** (text 06/22/26)

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)

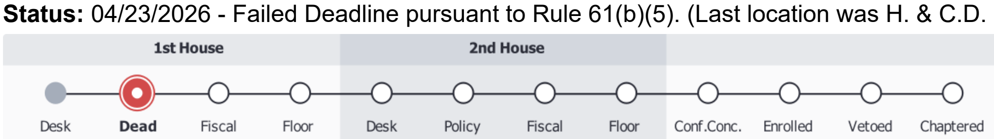


Summary: Would require the Department of Transportation to additionally develop and maintain, beginning on or before July 1, 2029, a set of preapproved suicide prevention safety-barrier designs that local governments may use to install suicide prevention barriers, as provided. (Based on 03/24/2026 text)

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

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

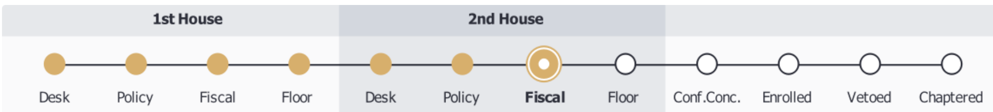
Current Text: 02/19/2026 - Introduced **HTML** **PDF**
Introduced: 02/19/2026
Status: 04/23/2026 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was H. & C.D. on 3/9/2026)



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.**

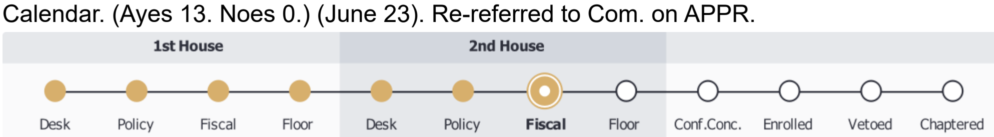
Current Text: 06/29/2026 - Amended **HTML** **PDF**
Introduced: 02/19/2026
Status: 06/29/2026 - Read second time and amended. Re-referred to Com. on APPR.



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, except with respect to the 7th housing element cycle for councils of governments with a housing element revision due date during the calendar year 2027 or 2028, 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. (Based on 06/29/2026 text)
Analysis:
06/18/26 **S Housing** (text 05/18/26)

AB 2372 **(Hoover, R) Vehicles: tolls.**

Current Text: 06/04/2026 - Amended **HTML** **PDF**
Introduced: 02/19/2026
Status: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 23). Re-referred to Com. on APPR.

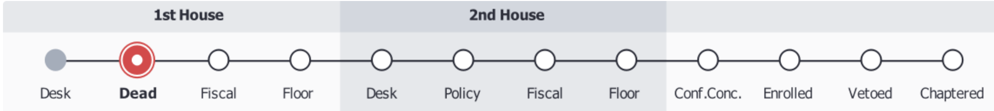


Summary: Existing law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an authorized emergency vehicle, as specified. 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, as specified. (Based on 06/04/2026 text)
Analysis:
06/19/26 **S Transportation** (text 06/04/26)

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

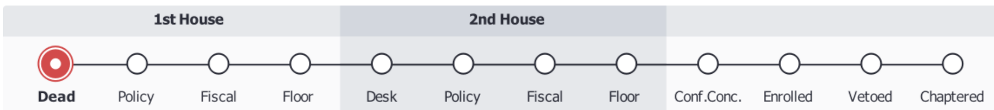
Status: 04/30/2026 - Failed Deadline pursuant to Rule 61(b)(6). (Last location was L. GOV. on 3/19/2026)



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)

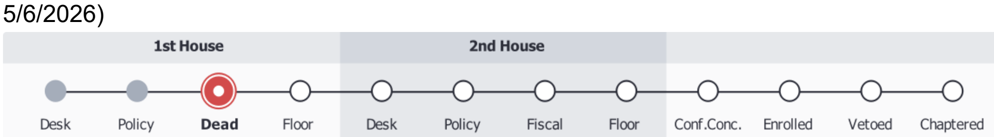


Summary: Current law authorizes the legislative bodies of local agencies to enter into associations and, through a representative of the associations, attend the Legislature and Congress, and any committees thereof, and present information to aid the passage of legislation which the association deems 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)

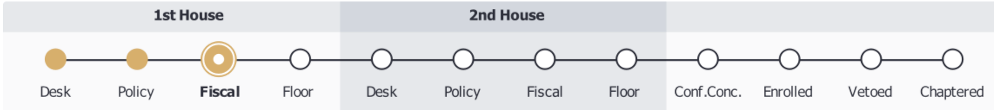


Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Under existing law, the commission administers, or otherwise oversees, various public purpose programs, including energy efficiency and conservation programs, 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.**

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.

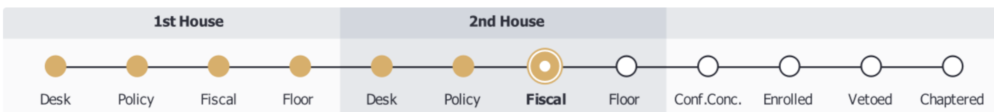


Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the 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: 06/24/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 4.) (June 23). Re-referred to Com. on APPR.

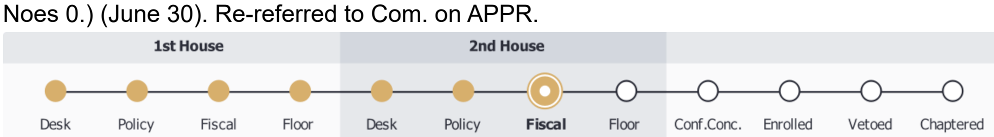


Summary: Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning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

Analysis:
06/19/26 **S Transportation** (text 04/15/26)

SB 16 **(Blakespear, D)** **Mental health: involuntary commitment.**

Current Text: 06/25/2026 - Amended **HTML** **PDF**
Introduced: 12/02/2024 (Spot bill)
Status: 07/01/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (June 30). Re-referred to Com. on APPR.

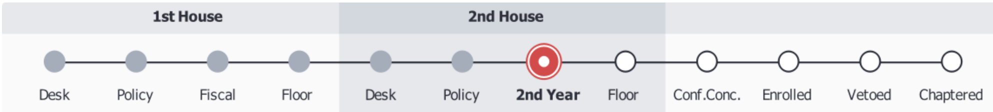


Summary: The Lanterman-Petris-Short Act provides for the involuntary detention and treatment of persons with specified mental health disorders. Under the act, when a person, as a result of a mental health disorder, is a danger to others, or to themselves, or gravely disabled, the person may, upon probable cause, be taken into custody and placed in a facility designated by the county and approved by the State Department of Health Care Services for up to 72 hours for evaluation and treatment. Existing law authorizes a county behavioral health director to develop procedures for the county's designation and training of professionals who will be designated to perform the above-described provisions. This bill would instead require a county behavioral health director to develop procedures for the county's designation and training of professionals who will be designated to perform the above-described provisions. (Based on 06/25/2026 text)

Analysis:
06/26/26 **A Judiciary** (text 06/25/26)

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

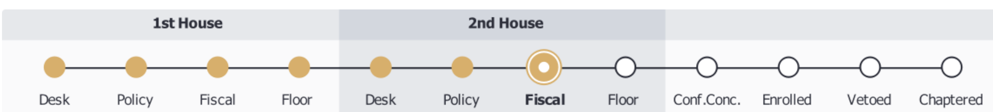
Current Text: 04/07/2025 - Amended **HTML** **PDF**
Introduced: 01/15/2025
Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025)(May be acted upon Jan 2026)



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.**

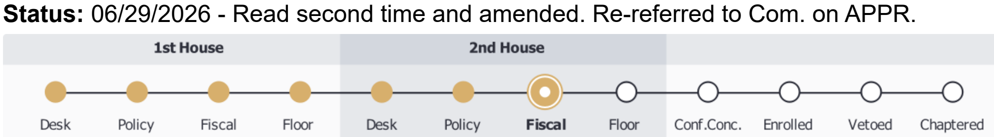
Current Text: 04/21/2025 - Amended **HTML** **PDF**
Introduced: 01/30/2025
Status: 06/23/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (June 23). Re-referred to Com. on APPR.



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:
06/22/26 **A Economic Development, Growth, And Household Impact** (text 04/21/25)

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

Current Text: 06/29/2026 - Amended **HTML** **PDF**
Introduced: 02/10/2025
Status: 06/29/2026 - Read second time and amended. Re-referred to Com. on APPR.

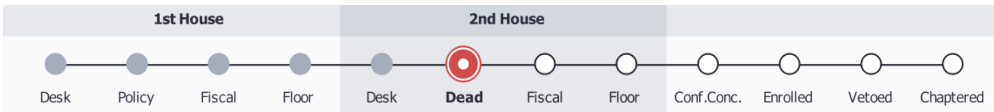


Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts specified projects from CEQA, including a project that consists exclusively of a day care center, as defined, that is not located in a residential area. This bill would exempt from CEQA a project that consists exclusively of a day care center, 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 06/29/2026 text)

Analysis:
06/19/26 **A Natural Resources** (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: 07/01/2026 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was W.,P. & W. on 6/5/2025)

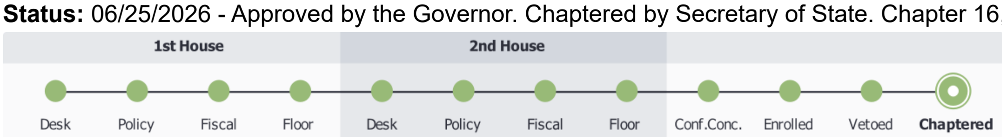


Summary: (1)The California Wildlife, Coastal, and Park Land Conservation Act, an initiative measure approved by the voters in the June 7, 1988, statewide primary election, provided bond funds for wildlife, coastal, and parkland conservation. The initiative measure authorizes the act to be amended by 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 (**Limón, D**) **The Veterans and Affordable Housing Bond Act of 2026.**

Current Text: 06/25/2026 - Chaptered **HTML** **PDF**
Introduced: 02/18/2025
Status: 06/25/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 16, Statutes of 2026.



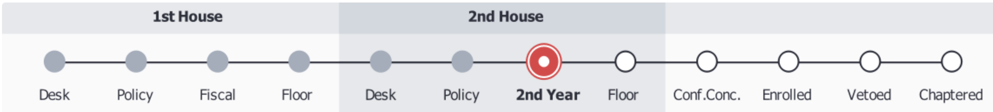
Summary: Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance 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. Existing law, the Veterans and Affordable Housing Bond Act of 2018, authorized, the issuance of bonds in the amount of $4,000,000,000 to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as well as financing for a specified program for farm, home, and mobilehome purchase assistance for veterans, pursuant to the State General Obligation Bond Law. This bill would enact the Veterans and Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of $11,250,000,000, pursuant to the State General Obligation Bond Law. Of the proceeds from the sale of these bonds, $10,000,000,000 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, and $1,250,000,000 would be used to provide additional funding for the above-described program for farm, home, and mobilehome purchase assistance for veterans, as provided. (Based on 06/25/2026 text)

Analysis:
07/07/26 **S Floor Analyses** (text 06/25/26)

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)

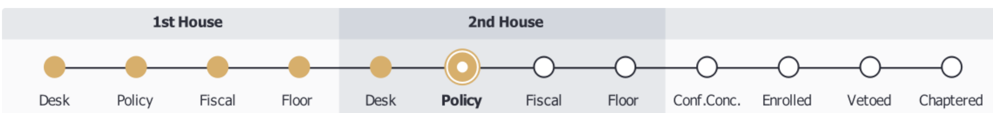


Summary: Current law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the 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.**

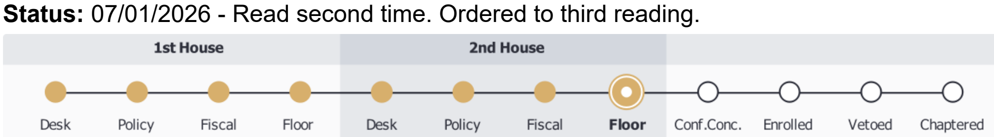
Current Text: 01/22/2026 - Amended **HTML** **PDF**
Introduced: 02/19/2025
Status: 05/04/2026 - Referred to Com. on H. & C.D.



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 569 **(Blakespear, D) Bikeways: reversions and modifications.**

Current Text: 06/24/2026 - Amended **HTML** **PDF**
Introduced: 02/20/2025
Status: 07/01/2026 - Read second time. Ordered to third reading.



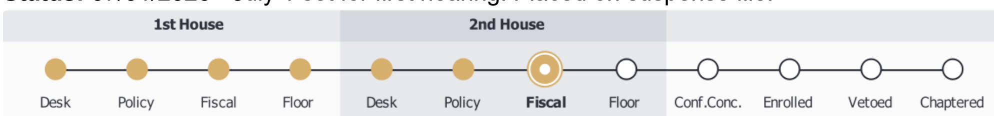
Summary: Existing law grants the legislative body of a city certain powers with respect to city streets and highways, including the power to construct and maintain those streets and highways. Existing law grants the board of supervisors of a county general supervision, management, and control of county highways and authorizes the board of supervisors to lay out, construct, improve, and maintain county highways. Existing law authorizes the governing body of a city, county, or local agency to, among other things, establish bikeways, as defined and classified. Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of each type of bikeway and of roadways where bicycle travel is permitted, and requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize the minimum safety design criteria. This bill would prohibit a bikeway constructed, in whole or part, using moneys from the State General Fund allocated to any city, county, regional, or other local agency from being reverted to a nonactive transportation use or modified in a manner that reduces the safety, accessibility, or mobility of nonmotorized users, for a minimum of 20 years from the date of the allocation or its actual useful life, as documented in its project design or local building or permit application materials, whichever is less. (Based on 06/24/2026 text)

Analysis:
06/26/26 **A Transportation** (text 06/24/26)

Priority: 1

SB 667 **(Archuleta, D) Railroads: safety: report.**

Current Text: 06/03/2026 - Amended **HTML** **PDF**
Introduced: 02/20/2025
Status: 07/01/2026 - July 1 set for first hearing. Placed on suspense file.

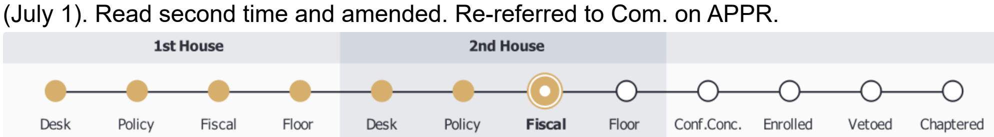


Summary: Existing law requires the Public Utilities Commission to annually report to the Legislature on sites on railroad lines in the state that the commission finds to be hazardous, including a list of all railroad sites in the state that it determines pose a local safety hazard. Existing law authorizes the commission to submit in the annual report the list of railroad sites submitted in the immediate prior year annual report, and to amend or revise that list from the immediate prior year as necessary. In determining which railroad sites pose a local safety hazard, existing law requires the commission to consider, among other things, whether any local safety hazards at railroad sites have been eliminated or sufficiently remediated to warrant removal of the site from the list. This bill would require the commission, on or before July 1, 2029, to review the list of railroad sites and, in the annual report, to include an evaluation of each site on the list and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site. (Based on 06/03/2026 text)

Analysis:
06/29/26 **A Appropriations** (text 06/03/26)

SB 677 **(Wiener, D) Housing financing: joint powers agreements: bond approvals:subdivisions: tentative and final maps: appeals.**

Current Text: 07/07/2026 - Amended **HTML** **PDF**
Introduced: 02/21/2025
Status: 07/07/2026 - From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 1). Read second time and amended. Re-referred to Com. on APPR.

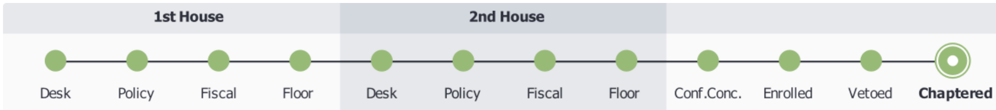


Summary: The Joint Exercise of Powers Act authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Existing law, for the purposes of that act, defines the term “public agency” to include various federal, state, local, and tribal entities. Existing law requires approval by the Department of General Services of certain joint powers agreements that include the state as a member, as provided. Existing law authorizes a joint powers authority to issue revenue bonds to pay the costs and expenses of acquiring, constructing, or conducting a program for, among other things, low-income housing projects owned or operated by a city, county, city and county, or housing authority. Existing law provides that the Treasurer and the Secretary of State are designated as elected representatives for federal tax purposes of a joint powers agency created to approve or certify the issuance of bonds, notes, or other evidence of indebtedness issued by or on behalf of the joint powers agency to the extent approval is required by federal tax law. This bill would, instead, provide that the Treasurer is designated as an applicable elected representative of a joint powers authority and may, at the discretion of the joint powers authority, approve the issuance of bonds, notes, or other evidence of indebtedness issued by or on behalf of the joint powers agency to the extent approval is required by federal tax law, as specified. (Based on 07/07/2026 text)

Analysis:
06/30/26 **A Local Government** (text 06/24/26)

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

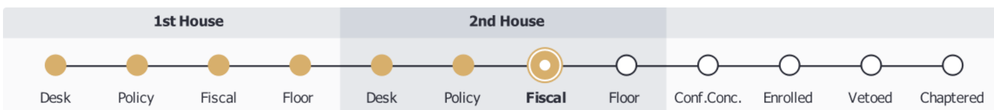
Current Text: 07/16/2026 - Chaptered **HTML** **PDF**
Introduced: 02/21/2025
Status: 07/16/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 100, Statutes of 2026.



Summary: Existing law requires that a housing development project, as defined, within a specified distance of a transit-oriented development stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain, applicable requirements, as provided. Among these requirements, existing law prohibits a proposed development under these provisions from being located on sites where the development would require demolition of housing, or that was previously used for housing, that is subject to rent or price controls, as provided. This bill would additionally prohibit the development from being located on an existing parcel of land or site governed under the Mobilehome Residency Law, the Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the Special Occupancy Parks Act. (Based on 07/16/2026 text)
Analysis:
06/22/26 **A Appropriations** (text 01/15/26)

SB 741 **(Blakespear, D)** **Low Carbon Transit Operations Program.**

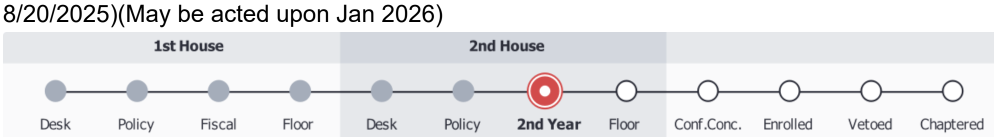
Current Text: 07/01/2026 - Amended **HTML** **PDF**
Introduced: 02/21/2025
Status: 07/01/2026 - Read second time and amended. Re-referred to Com. on APPR.



Summary: Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements. This bill would repeal the requirement for the department to adopt guidelines. (Based on 07/01/2026 text)
Analysis:
06/26/26 **A Transportation** (text 06/08/26)

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)

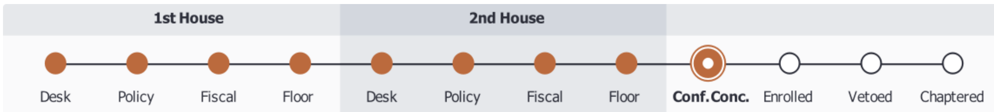


Summary: Existing law establishes the Infill Infrastructure Grant Program of 2019 (program), which requires the Department of Housing and Community Development, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants to 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: 06/08/2026 - Amended **HTML** **PDF**
Introduced: 02/21/2025
Status: 07/02/2026 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending.

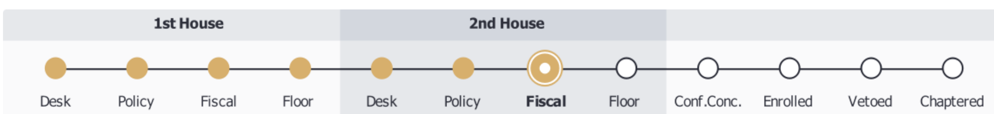


Summary: Existing law authorizes the establishment of the South Bay Regional Housing Trust, a joint powers authority, by the County of Los Angeles and any or all of the cities within the jurisdiction of the South Bay Cities Council of Governments, with the stated purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within the South Bay Cities region. Existing law authorizes the South Bay Regional Housing Trust to, among other things, fund the planning and construction of housing of all types and tenures for the homeless population and persons and families of extremely low, very low, and low income. This bill would expand the authority of the trust to also include funding the preservation of housing for these purposes. (Based on 06/08/2026 text)

Analysis:
06/22/26 **A Housing And Community Development** (text 06/08/26)

SB 802 **(Ashby, D) Housing finance and development: Sacramento Regional Housing and Homelessness Joint Powers Authority Act.**

Current Text: 06/15/2026 - Amended **HTML** **PDF**
Introduced: 02/21/2025
Status: 07/02/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 1). Re-referred to Com. on APPR.

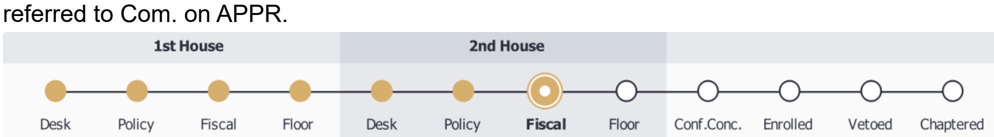


Summary: the Joint Exercise of Powers Act, authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Existing law authorizes the agreement to set forth the manner by which the joint powers authority will be exercised. This bill would require the County of Sacramento, the City of Sacramento, the City of Elk Grove, the City of Rancho Cordova, the City of Citrus Heights, and the City of Folsom to participate in and work together to establish a joint powers authority, pursuant to the Joint Exercise of Powers Act, designed to make a meaningful difference for people experiencing housing insecurity and homelessness across the County of Sacramento. In this regard, the bill would require the above-specified local governments together to, among other things, bring the oversight and functions of the Sacramento City and County Continuum of Care under the jurisdiction of the joint powers authority, while maintaining the federally required composition and integrity of the continuum of care. The bill would require the joint powers authority to, among other things, be designated as the federally recognized continuum of care. The bill would specify that a local jurisdiction retains oversight and accountability over funding decisions, projects, and programs administered by the jurisdiction, including contracting for prevention, outreach, sheltering, and housing. The bill would make findings and declarations relating to its provisions. (Based on 06/15/2026 text)

Analysis:
06/30/26 **A Local Government** (text 06/15/26)

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

Current Text: 06/17/2026 - Amended **HTML** **PDF**
Introduced: 02/21/2025
Status: 07/02/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 1). Re-referred to Com. on APPR.



Summary: The State Fireworks Law requires the State Fire Marshal to adopt regulations relating to fireworks as may be necessary for the protection of life and property. Existing law requires these regulations to include, among other things, provisions for the granting of licenses and permits for the manufacture, wholesale, import, export, and sale of all classes of fireworks. A violation of the State Fireworks Law or the regulations issued pursuant thereto is a misdemeanor. This bill would require the State Fire Marshal to adopt regulations that include provisions for determining when a license is required for fireworks shipped to a California port that will not be sold in California. (Based on 06/17/2026 text)

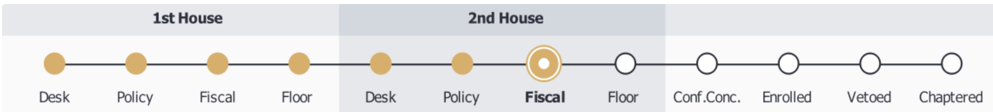
Analysis:
06/30/26 **A Local Government** (text 06/17/26)

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: 06/25/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 18. Noes 0.) (June 24). Re-referred to Com. on APPR.



Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA 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)

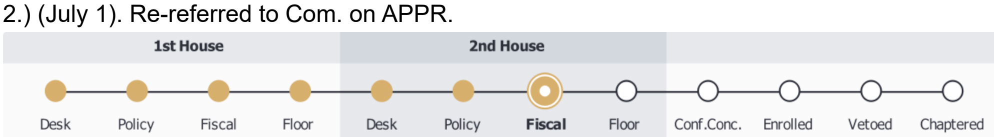
Analysis:
06/23/26 **A Committee On Utilities And Energy** (text 02/09/26)

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

Current Text: 06/15/2026 - Amended **HTML** **PDF**

Introduced: 02/10/2026 (Spot bill)

Status: 07/02/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 2.) (July 1). Re-referred to Com. on APPR.



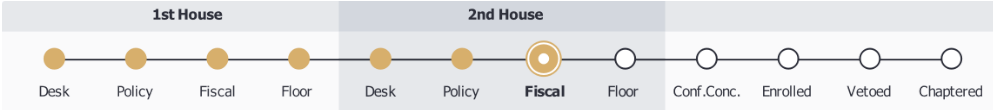
Summary: Existing law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring 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 06/15/2026 text)

Analysis:
06/28/26 **A Privacy And Consumer Protection** (text 06/15/26)

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

Current Text: 06/17/2026 - Amended **HTML** **PDF**

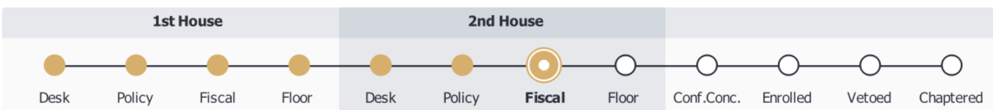
Introduced: 02/12/2026
Status: 07/01/2026 - July 1 set for first hearing. Placed on suspense file.



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 including, among other conditions, that the tree identified in the application would be relocated within 2.5 kilometers of its original location and that the relocation be consistent with the guidelines and relocation protocols adopted by the department. (Based on 06/17/2026 text)
Analysis:
06/29/26 **A Appropriations** (text 06/17/26)

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

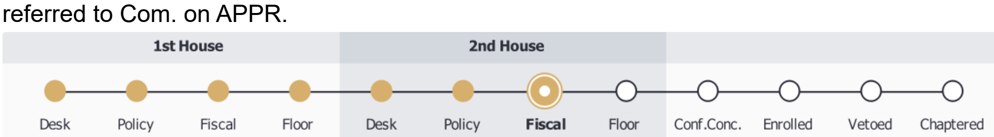
Current Text: 07/02/2026 - Amended **HTML** **PDF**
Introduced: 02/13/2026
Status: 07/02/2026 - Read second time and amended. Re-referred to Com. on APPR.



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 07/02/2026 text)
Analysis:
06/26/26 **A Natural Resources** (text 06/25/26)

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

Current Text: 06/25/2026 - Amended **HTML** **PDF**
Introduced: 02/13/2026
Status: 06/30/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 2.) (June 29). Re-referred to Com. on APPR.

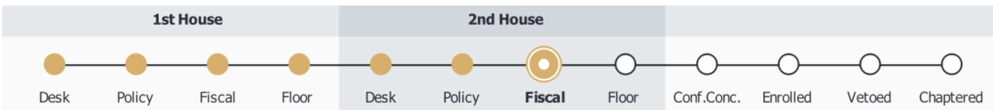


Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities 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 06/25/2026 text)

Analysis:
06/26/26 **A Transportation** (text 06/25/26)

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

Current Text: 06/03/2026 - Amended **HTML** **PDF**
Introduced: 02/13/2026
Status: 07/01/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (June 30). Re-referred to Com. on APPR.

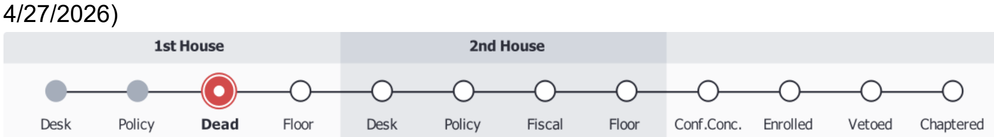


Summary: Existing law, the Governor's Reorganization Plan No. 1 of 2025 (GRP), which became effective on July 5, 2025, transfers the Department of Housing and Community Development to the California Housing and Homelessness Agency, which the GRP also establishes, as of July 1, 2026. Existing law makes 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 06/03/2026 text)

Analysis:
06/25/26 **A Judiciary** (text 06/03/26)

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)

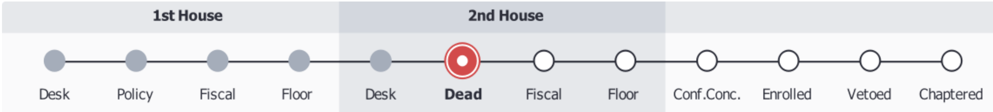


Summary: Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, 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: 07/01/2026 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was L. GOV. on 5/26/2026)

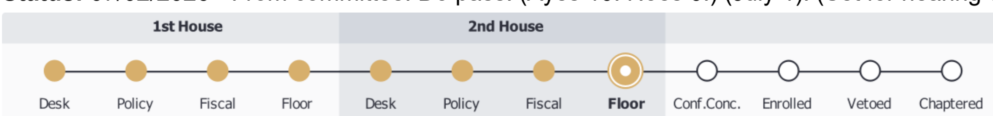


Summary: Existing law requires a local agency to declare land either “surplus land” or “exempt surplus land,” as supported by written findings, before the local agency may take any action to dispose of it consistent with an agency’s policies or procedures and defines terms for these purposes. Existing 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: 07/02/2026 - From committee: Do pass. (Ayes 10. Noes 0.) (July 1). (Set for hearing on 08/03/2026)

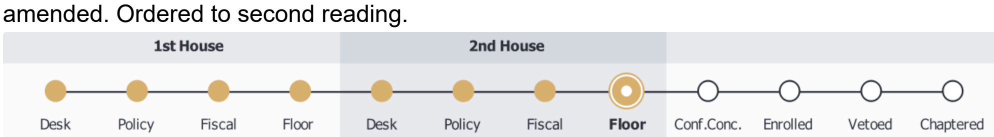


Summary: The Joint Exercise of Powers Act authorizes 2 or more public agencies, as defined, to jointly exercise any power common to the contracting parties, as provided. Among other things, that act also authorizes a mutual water company to enter into a joint powers agreement with any public agency for 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:
07/29/26 **A Floor Analysis** (text 02/18/26)

SB 1187 **(Durazo, D)** **Open meetings.**

Current Text: 07/06/2026 - Amended **HTML** **PDF**
Introduced: 02/19/2026
Status: 07/06/2026 - From committee: Do pass as amended. (Ayes 10. Noes 0.) (July 1). Read second time and amended. Ordered to second reading.

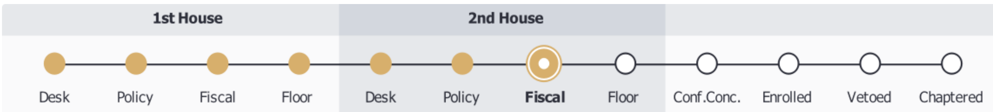


Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law, beginning July 1, 2026, requires eligible legislative bodies, as defined, to have in place a system for electronically accepting and fulfilling requests for meeting agendas and documents. Existing law additionally requires these legislative bodies to translate the agenda for each meeting of that body and to reasonably assist members of the public who wish to translate a public meeting or receive interpretation, as specified. This bill would instead delete the above-described requirements on eligible legislative bodies. (Based on 07/06/2026 text)

Analysis:
07/29/26 **A Floor Analysis** (text 07/06/26)

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

Current Text: 05/14/2026 - Amended **HTML** **PDF**
Introduced: 02/19/2026
Status: 06/30/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (June 30). Re-referred to Com. on APPR.

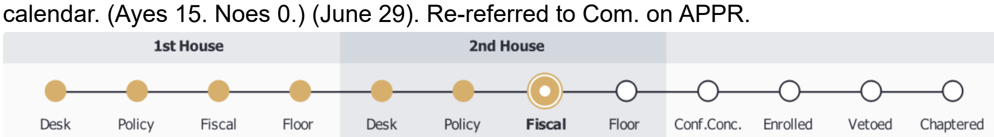


Summary: Existing law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system and requires Caltrans to improve and maintain the state highways. Existing law requires Caltrans, in consultation with the California Transportation Commission, to prepare 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)

Analysis:
06/26/26 **A Water, Parks And Wildlife** (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: 06/30/2026 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 29). Re-referred to Com. on APPR.

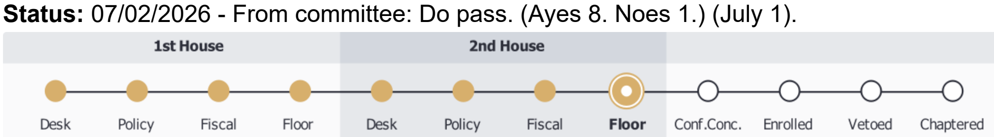


Summary: Would require the Department of Transportation to provide written notice of certain construction or maintenance projects within the right-of-way of a state highway in a county with a population of 60,000 people or fewer to a person who resides in, or a business that is located within, 5 miles 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:
06/26/26 **A Transportation** (text 04/06/26)

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

Current Text: 06/23/2026 - Amended **HTML** **PDF**
Introduced: 02/20/2026
Status: 07/02/2026 - From committee: Do pass. (Ayes 8. Noes 1.) (July 1).



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 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 06/23/2026 text)

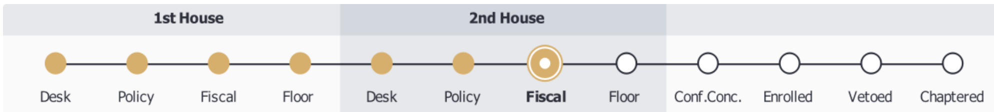
Analysis:
07/29/26 **A Floor Analysis** (text 06/23/26)

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

Current Text: 06/18/2026 - Amended **HTML** **PDF**

Introduced: 02/20/2026

Status: 07/02/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (July 1). Re-referred to Com. on APPR.



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 06/18/2026 text)

Analysis:
06/30/26 **A Local Government** (text 06/18/26)

Total Measures: 95
Total Tracking Forms: 95

Minute Action

AGENDA ITEM: 3

Date:* *August 12, 2026

Subject:
Bill Position Recommendations

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

A. Approve a support position on Senate Bill (SB) 741 by Senator Catherine Blakespear regarding the Low Carbon Transit Operations Program.

B. Approve a support position on SB 1087 by Senator Christopher Cabaldon regarding changes to Regional Transportation Plan/Sustainable Communities Strategy guidelines and requirements.

Background:
Senate Bill (SB) 741 (Blakespear) – Low Carbon Transit Operations Program

Bill Status: Referred to the Assembly Committee on Appropriations

Background:

SB 862 (Senate Budget and Fiscal Review Committee, 2014) created the Low Carbon Transit Operations Program (LCTOP) as part of a comprehensive package of programs to target greenhouse gas (GHG) emissions reductions in California using funds generated by the State's Cap and Trade Program (now called Cap and Invest).

LCTOP was created to provide operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility, with a priority on serving disadvantaged communities.

Overall, LCTOP can fund projects that directly enhance or expand transit service by supporting new or expanded bus or rail services, water borne transit, or intermodal transit facilities; operational expenditures that increase transit mode share – shift new riders out of their cars; or the purchase of zero-emission buses, including the installation of the necessary equipment and infrastructure to operate and support the buses.

All projects must reduce GHG emissions and must not supplant other agency funds. Prior to receiving an allocation from the State Controller following the State Transit Assistance (STA) formula, eligible transit agencies must submit a description of their proposed expenditures and demonstrate how each expenditure will reduce GHG emissions.

This bill:

SB 741 seeks to significantly restructure the LCTOP and shift the program toward a simpler, operations-focused funding model for transit agencies.

Key provisions include:

- Transit agencies no longer need to prove that LCTOP expenditures reduce greenhouse gas emissions.

- Eliminates the requirement to spend at least 50% of funds in disadvantaged communities, but that new or expanded transit connects with a service that serves disadvantaged communities.
- The bill repeals the requirement for the California Department of Transportation, in coordination with California Air Resources Board (CARB), to adopt expenditure-methodology guidelines.

These changes shift the program away from capital-heavy climate-reduction projects, and more toward direct service support, such as maintenance or expansion of bus, rail or ferry service, transit fare subsidies, and network and fare-integration technology improvements.

Staff Recommendation A:

Staff recommends that San Bernardino County Transportation Authority (SBCTA)/San Bernardino Council of Governments (SBCOG) take a support position on SB 741.

SB 741 transforms LCTOP from a climate-performance-based program into a flexible transit-operations support program, reducing administrative burdens and allowing agencies to focus on service delivery, fare affordability, and system integration rather than emissions accounting.

Per the SBCTA/SBCOG 2025-2026 State Legislative Platform, the agency supports efforts to “Maintain or increase flexibility of STA, State of Good Repair (SGR) and LCTOP funding for local public transit agencies.”

SB 741 bill text can be found in Attachment A.

SB 1087 (Cabaldon) – Changes to Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) guidelines and requirements

Bill Status: Referred to the Assembly Committee on Appropriations

Background:

SB 375 (Steinberg, 2008) is the law that linked regional transportation planning, land-use decisions, and housing planning to reduce GHG emissions from cars and light trucks, supporting the statewide climate goals set by the Global Warming Solutions Act of 2006, Assembly Bill 32 (Nunez).

SB 375 requires each Metropolitan Planning Organization (MPO) to create a SCS within its RTP. The SCS must show how the region will reduce GHG emissions from passenger vehicles through coordinated transportation, land-use, and housing planning.

Key provisions include:

- CARB set regional GHG-reduction targets for 2020 and 2035, informed by a Regional Targets Advisory Committee (RTAC).
- MPOs must align transportation investments, land-use patterns, and housing allocations to meet the regional targets.
- The SCS became a required element of every RTP, showing how the region will meet CARB’s targets through development patterns, transit investments, and other strategies.

- If an MPO cannot meet the target through its SCS, it must prepare an Alternative Planning Strategy (APS) showing how the target could be met through alternative measures.
- Projects consistent with an approved SCS may qualify for streamlined environmental review.

This bill:

SB 1087 changes existing RTP/SCS guidelines and requirements including processes for setting GHG reduction targets, timelines and evaluation of GHG reduction strategy. Extends GHG reduction targets and makes changes to certain transportation funding programs to support implementation of the strategies.

Key provisions include:

- MPOs must prepare an eight-year SCS beginning with the first or second RTP adopted on or after January 1, 2027.
- Four years after adopting a SCS, MPOs must publish a progress/implementation report, post it online, and submit it to the Strategic Growth Council, which must review it at a public hearing.
- If CARB does not act on a SCS or an APS within required timelines, the plan is deemed approved.
- CARB must issue regional GHG reduction targets for 2035 and 2045 for on-road transportation.
- RTAC recommends methodologies, factors, and balancing criteria for setting regional GHG targets. CARB must consider RTAC's recommendations before finalizing targets.
- Targets must reflect what is realistically achievable given local conditions, financial constraints, and the combined effect of State, Federal, and local policies.
- Modifies multiple funding statutes to ensure funds support projects consistent with regional SCSs.
- State highway projects must better align with RTPs and SCSs.
- Planning documents are exempt from environmental review requirements, reducing administrative delays.

Staff Recommendation B:

Staff recommends that SBCTA/SBCOG take a support position on SB 1087.

SB 1087 represents a major structural update to SB 375. It lengthens planning cycles, increases accountability, modernizes GHG target-setting – based on what is achievable for the region, and ties funding more tightly to climate-aligned regional strategies — all aimed at achieving deeper reductions in vehicle emissions through coordinated regional planning.

Per the SBCTA/SBCOG 2025-2026 State Legislative Platform, the agency supports efforts to "Ensure that legislation and regulations on GHG reduction and other environmental mandates are designed to be feasible and achievable for lower density environments like San Bernardino County and that funding is provided for assistance in achieving those goals."

SB 1087 bill text can be found in Attachment B.

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. SBCTA General Counsel has reviewed this item.

Responsible Staff:
Louis Vidaure, Legislative Analyst

Approved
Legislative Policy Committee
Date: August 12, 2026

Witnessed By:

ATTACHMENT A

AMENDED IN ASSEMBLY JULY 01, 2026

AMENDED IN ASSEMBLY JUNE 08, 2026

AMENDED IN SENATE APRIL 21, 2025

CALIFORNIA LEGISLATURE— 2025–2026 REGULAR SESSION

SENATE BILL **NO. 741**

Introduced by Senator Blakespear

February 21, 2025

An act to amend Section 75230 of the Public Resources Code, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 741, as amended, Blakespear. Low Carbon Transit Operations Program.

Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements.

This bill would repeal the requirement for the department to adopt guidelines.

Existing law continuously appropriates a specified amount of money from the Greenhouse Gas Reduction Fund for the program and requires the Controller to allocate those moneys according to the requirements of the program. Existing law requires a recipient transit agency to demonstrate that expenditures of program moneys allocated to the agency reduce the emission of greenhouse gases and do not supplant other sources of funds. Existing law requires moneys for the program to be expended to provide transit operating or capital assistance that directly enhances or expands transit services, increases transit mode share, or is related to the purchase of zero-emission buses, as specified. ~~If a recipient transit agency's service area includes disadvantaged communities, as defined, existing law requires the agency to expend at least 50% of the total moneys received from the program to benefit the disadvantaged communities, as provided.~~ Before seeking a disbursement of funds pursuant to the program, existing law requires a recipient transit agency to submit to the department a list of proposed expense types and documentation required by the guidelines that demonstrates compliance with the above-described expenditure requirements. For capital projects funded by the program, existing law requires a transit agency to specify the phases of work for which an allocation of program moneys is sought, identify sources and timing of all moneys required for those phases of work, and describe intended sources and timing of funding for subsequent phases of work, as provided. Existing law requires a recipient transit agency to provide an annual report to the department, as provided. Existing law requires the department and a recipient transit agency to comply with guidelines developed by the State Air Resources Board to ensure that the requirements of a certain investment plan are met to maximize the benefits to disadvantaged communities, as provided.

This bill would revise and recast the program to, among other things, require program funds to be expended only on maintenance or expansion of bus, rail, or ferry services, transit fare subsidies, and network and fare integration technology ~~improvements, and would repeal the requirement related to expenditures in disadvantaged communities.~~ *improvements.* By altering the permissible uses for which continuously appropriated funds may be used, the bill would make an appropriation. Before receiving program funds, the bill would require a recipient transit agency to submit to the department a list of services or programs to be funded by those funds, as specified. The bill would require the department to report to the Controller the recipient transit agencies that have submitted the list, and would, upon receipt of the report from the department, require the Controller to allocate program ~~funds quarterly.~~ *funds.* The bill would require a recipient transit agency to report to the department on the expenditure of program funds, as specified.

Digest Key

Vote: 2/3 Appropriation: yes Fiscal Committee: yes Local Program: no

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Bill Text

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

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

(1) California has established comprehensive statutory goals to reduce greenhouse gas emissions, including the goals set forth in the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38500) of the Health and Safety Code) and subsequent legislation requiring statewide reductions in greenhouse gas emissions. Consistent with those laws, reducing emissions from the transportation sector is critical to achieving the state's climate objectives.

(2) The transportation sector is the largest source of greenhouse gas emissions in California, and reductions in vehicle miles traveled are necessary for the state to meet its climate, air quality, and public health goals.

(3) Public transportation provides Californians with safe, efficient, and affordable mobility options that reduce vehicle miles traveled and thus greenhouse gas emissions.

(4) Increased investment in public transportation infrastructure, transit operations, transit service reliability, and transit accessibility, can increase transit ridership and support reductions in greenhouse gas emissions from the transportation sector.

(5) Public transportation investments also advance state goals related to reducing air pollution, improving public health, increasing access to employment and essential services, promoting equitable economic opportunity, and supporting sustainable community development.

(6) The projects and services described in Section 2 of this act reduce greenhouse gas emissions consistent with state law and further the objectives of the Greenhouse Gas Reduction Fund.

(b) (1) It is therefore the intent of the Legislature to recognize that investments in public transportation are an effective strategy for reducing greenhouse gas emissions and for advancing California's climate policies and statutory greenhouse gas reduction targets.

(2) It is the further intent of the Legislature that the projects and services described in Section 2 of this act be provided streamlined access to funding from the Greenhouse Gas Reduction Fund.

~~SECTION 1.~~*SEC. 2.* Section 75230 of the Public Resources Code is amended to read:

75230. (a) The Low Carbon Transit Operations Program is hereby created to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility, with a priority on serving disadvantaged communities.

(b) Funding for the program is continuously appropriated pursuant to Section 39719.4 of the Health and Safety Code from the Greenhouse Gas Reduction Fund established pursuant to Section 16428.8 of the Government Code.

(c) (1) Except as provided in paragraph (2), funding shall be allocated by the Controller on a formula basis consistent with the requirements of this part, upon a determination by the department that the expenditures proposed by a recipient transit agency meet the requirements of this part and guidelines developed pursuant to this section, and that the amount of funding requested is currently available.

(2) For the portion of funding allocated pursuant to paragraph (1) under the formula set forth in Section 99314 of the Public Utilities Code, the Controller shall allocate that funding for the 2019–20 to 2025–26, inclusive, fiscal years based on the

individual operator ratios described in Section 99314.10 of the Public Utilities Code.

(d) *(1)* Program funds shall be expended only on the following services and programs:

~~(1)~~

(A) Maintenance or expansion of bus, rail, or ferry services, including, but not limited to, equipment acquisition, vehicles, fueling, maintenance, and other costs to operate bus, rail, and ferry services. *The expenditure of program funds on buses shall be in accordance with the State Air Resources Board's Innovative Clean Transit Regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations).*

~~(2)~~

(B) Transit fare subsidies, including, but not limited to, discounted and free student transit passes.

~~(3)~~

(C) Network and fare integration technology improvements.

(2) An expenditure made pursuant to paragraph (1) shall be deemed to reduce greenhouse gas emissions.

(e) (1) For a recipient transit agency whose service area includes disadvantaged communities, as identified pursuant to Section 39711 of the Health and Safety Code, at least 50 percent of the total moneys received pursuant to this part shall be expended on projects or services that meet the requirements of subdivision (d) and benefit the disadvantaged communities, as identified consistent with the guidance developed by the State Air Resources Board pursuant to Section 39715 of the Health and Safety Code.

(2) The requirement of paragraph (1) is waived if the recipient transit agency expends the funding provided pursuant to this section on any of the following:

(A) New or expanded transit service that connects with transit service that serves disadvantaged communities, as identified pursuant to Section 39711 of the Health and Safety Code, or in low-income communities, as defined in paragraph (2) of subdivision (d) of Section 39713 of the Health and Safety Code.

(B) Transit fare subsidies and network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes.

(C) The purchase of zero-emission transit buses and supporting infrastructure.

(3) Expenditures made pursuant to paragraph (2) shall be deemed to have met all applicable requirements established pursuant to Section 39713 of the Health and Safety Code.

(4) This section does not require a recipient transit agency to provide individual rider data to the Department of Transportation or to the State Air Resources Board.

~~(e)~~

(f) (1) Before receiving an allocation of funds pursuant to subdivision (c) from the Controller in a fiscal year, a recipient transit agency shall submit to the department a list of services or programs proposed to be funded with the funds. The list of services or programs proposed to be funded by the program may be for a single year or for multiple years. The list of services or programs proposed to be funded with the funds shall include a description and location of each proposed service or program. The list of services or programs submitted to the department shall not limit the flexibility of a recipient transit agency to fund services or programs in accordance with local needs and priorities if the services or programs are consistent with subdivision (d).

(2) The department shall report to the Controller a recipient transit agency that has submitted a list of services or programs as described in this subdivision and that is therefore eligible to receive an allocation of funds for the applicable fiscal year. The Controller, upon receipt of the report, shall allocate funds consistent with subdivision (c).

~~(f)~~

(g) For each fiscal year, a recipient transit agency receiving an allocation of funds pursuant to subdivision ~~(e)~~ *(f)* shall, upon expending those funds, submit documentation to the department that includes a description and location of each completed service or program, and the amount of funds expended on the service or program.

~~(g)~~

(h) A recipient transit agency that has used program moneys for any type of service or program allowed by subdivision (d) in a previous fiscal year may use program moneys to continue the same service or program in a subsequent fiscal year.

~~(h)~~

(i) A recipient transit agency that does not submit a list pursuant to paragraph (1) of subdivision ~~(e)~~ *(f)* in a particular fiscal year may retain its funding share, and may accumulate and use that funding share in a subsequent fiscal year for a larger expenditure. The recipient transit agency shall first specify the number of fiscal years that it intends to retain its funding share and the program or service for which the agency intends to use these moneys. A recipient transit agency may only retain its funding share for a maximum of four fiscal years.

~~(i)~~

(j) A recipient transit agency may, in any particular fiscal year, loan or transfer its funding share to another recipient transit agency within the same region for any identified eligible program or service under the program, in accordance with procedures developed and adopted by the department.

~~(j)~~

(k) A recipient transit agency may apply to the department to reassign any savings of surplus moneys allocated under this section to the agency for a program or service that has been completed to another eligible program or service under the program. A recipient transit agency may also apply to the department to reassign to another eligible program or service any moneys from the program previously allocated to the agency for a program or service that the agency has determined is no longer a priority for the use of those moneys.

~~(k)~~

(l) A recipient transit agency shall comply with all applicable legal requirements, including the requirements of the California Environmental Quality Act (Division 13 (commencing with Section 21000)), and civil rights and environmental justice obligations under state and federal law. This section does not expand or extend the applicability of those laws to recipient transit agencies.

~~(l)~~

(m) The audit of public transportation operator finances already required under the Mills-Alquist-Deddeh Act (Chapter 4 (commencing with Section 99200) of Part 11 of Division 10 of the Public Utilities Code) pursuant to Section 99245 of the Public Utilities Code shall be expanded to include verification of receipt and appropriate expenditure of moneys from the program. Each recipient transit agency receiving moneys from the program in a fiscal year for which an audit is conducted shall transmit a copy of the audit to the department, and the department shall make the audits available to the Legislature and the Controller for review on request.

~~(m)~~

(n) Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code does not apply to the development of guidelines or procedures for the program pursuant to this section.

~~(n)~~

(o) For purposes of this section, “department” means the Department of Transportation.

ATTACHMENT B

AMENDED
IN
ASSEMBLY
JUNE 25, 2026

AMENDED
IN
SENATE
APRIL 09, 2026

AMENDED
IN
SENATE
MARCH 25, 2026

CALIFORNIA LEGISLATURE— 2025–2026 REGULAR SESSION

SENATE BILL **NO. 1087**

Introduced by Senator Cabaldon

February 13, 2026

An act to amend Sections ~~14522, 14522.1, 14526.5,~~ *65072.2,* 65080, and 65080.01 ~~of, and to add Section 65080.03 to,~~ *of* the Government Code, *to amend Section 99315 of the Public Utilities Code,* and to amend Sections 2033.5, 2192, 2391, 2392, 2393, 2394, and 2397 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1087, as amended, Cabaldon. Transportation planning: sustainable communities strategies: transportation funding programs.

(1) 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. ~~Upon the submission of a regional transportation plan that does not include a new sustainable communities strategy,~~ *Four years after the adoption of a sustainable communities strategy,* the bill would require the metropolitan planning organization to ~~submit~~ *prepare* a sustainable communities strategy implementation ~~report.~~ *progress report containing specified information, post the report on its internet website, and submit the report to the Strategic Growth Council. The bill would require the Strategic Growth Council to review the report at a public hearing.*

This bill would instead require, no later than ~~an unspecified number of~~ *2* years before the due date of a region's next sustainable communities strategy, the state board to provide the region with greenhouse gas emission reduction targets ~~for all~~

~~on-road transportation sectors~~ for 2035 and 2045, and would require the targets to reflect the combined effect of policies, regulations, and investments to ~~improve fleet efficiency and reduce vehicle miles traveled~~ *reduce greenhouse gas emissions from vehicles* and be based on what is achievable for the region, as specified. The bill would require the state board to appoint a Regional Targets Advisory Committee to recommend factors and methodologies for setting those targets and to recommend how other specified state goals should be balanced in setting those targets. The bill would eliminate the authority of the state board to revise the targets every 4 years and would establish additional public participation requirements for the state board to undertake before updating those targets.

Because the bill would expand duties of local agencies, it would impose a state-mandated local program.

(2) Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emission reduction targets, requires a metropolitan planning organization to prepare an alternative planning strategy to the sustainable communities strategy showing how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. Existing law requires the state board to review each metropolitan planning organization's sustainable communities strategy and alternative planning strategy to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets.

This bill would revise the procedural requirements applicable to the state board's review of those strategies. The bill would deem a sustainable communities strategy or alternative planning strategy approved for implementation and funding alignment purposes if the state board does not take certain actions within specified ~~and unspecified deadlines.~~ *time periods.*

This bill would revise the requirements applicable to the preparation of an alternative planning strategy, including by requiring the metropolitan planning organization to include an analysis of an alternative development pattern for the region and, if necessary, additional infrastructure, transportation measures, or policies that could achieve the greenhouse gas emission reduction targets. The bill would eliminate a requirement that an alternative development pattern be a separate document from the regional transportation plan.

(3) Existing law authorizes the commission, in cooperation with regional transportation planning agencies, to prescribe guidelines for the preparation of regional transportation plans.

~~This bill would require the commission to adopt guidelines for the preparation of regional transportation plans and sustainable communities strategies. In adopting the portion of the guidelines applicable to the preparation of sustainable communities strategies, the bill would require the commission to collaborate with the state board and to prescribe acceptable technical methodologies that may be employed to estimate emissions of greenhouse gases and the required contents of the sustainable communities strategy implementation reports described above.~~

~~(4)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.~~

~~This bill would exempt the preparation and adoption of regional transportation plans, sustainable communities strategies, and alternative planning strategies from CEQA. Because a lead agency would be required to determine whether a project qualifies for this exemption, the bill would impose a state-mandated local program.~~

~~(5)Existing law requires the department to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system, excluding projects that add a new traffic lane to the system.~~

~~This bill would require the department to coordinate with regional transportation planning agencies and metropolitan planning organizations, as applicable, to ensure that regionally significant projects, as defined, selected for the state highway operation and protection program align with the timing, phasing, and scope of projects included in applicable regional transportation plans.~~

This bill would require the state board to adopt or update guidelines for the preparation of sustainable communities strategies before updating the regional targets for the reduction of greenhouse gas emissions from the automobile and light truck sector, as specified.

(4) Existing law requires the department to prepare the California Transportation Plan for submission to the Governor and the Legislature as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. Existing law requires the plan to identify the statewide integrated multimodal transportation system needed to achieve statewide greenhouse gas emissions reduction targets and to attain state and national air quality standards.

Attachment: Senate Bill 1087 text (12748 : Bill Position Recommendations)

This bill would also require the plan to include a performance management plan for each district of the department that informs delivery of transportation capital projects to help achieve these results.

(5) Existing law requires certain funds appropriated by the Legislature from the Public Transportation Account to be made available for specified purposes, including, among other purposes, for the department's planning activities, mass transportation responsibilities, and assistance in regional transportation planning, as specified.

This bill, for any activities within the region of a metropolitan planning organization, would limit any activities undertaken pursuant to that provision to be limited to activities that are consistent with an applicable sustainable communities strategy.

(6) Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various moneys for the program into the Road Maintenance and Rehabilitation Account. Existing law requires funds in the account to be allocated for various purposes, including, among others, $25,000,000, upon appropriation by the Legislature, for local planning grants to encourage local and regional planning that furthers state goals, as provided. Existing law requires the department to develop a grant guide for the allocation of these grants.

This bill, for areas within a metropolitan planning organization, would require the grant guide to encourage planning that furthers the goals of a sustainable communities strategy or alternative planning strategy.

~~(6)~~

(7) Existing law requires the commission, under a program commonly known as the Trade Corridor Enhancement Program, to allocate certain state and federal funds to infrastructure projects located on or along specified transportation corridors. Existing law establishes the Solutions for Congested Corridors Program and requires the commission to allocate state funds made available to the program to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state. Under both programs, existing law requires projects within the boundaries of a metropolitan planning organization to be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the state board to achieve the region's greenhouse gas emissions reduction targets.

For purposes of those programs, this bill would instead require, if the metropolitan planning organization has adopted an alternative planning strategy, the projects to reduce greenhouse gas emissions.

~~(7)~~

(8) Existing law requires funding to be available under the Solutions for Congested Corridors Program for projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors. Existing law authorizes the department and certain regional transportation planning agencies to nominate projects for funding through the program.

This bill would eliminate the requirement that a project be a part of a comprehensive corridor plan and would require funding to be available under the program for projects that, among other things, make specific performance improvements and support the implementation of a regional transportation plan. The bill would revise the requirements applicable to a project nomination under the program. The bill would require the commission to allocate program funds to projects after the relevant metropolitan planning organization or transportation planning agency has made a determination that a proposed project is ~~consistent with the phasing, timing, and project scope~~ included in the adopted regional transportation plan, as specified.

~~(8)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.~~

~~This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason.~~

~~With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.~~

(9) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Digest Key

Vote: majority   Appropriation: no   Fiscal Committee: yes   Local Program: yes

Bill Text

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

~~SECTION 1.Section 14522 of the Government Code is amended to read:~~

~~14522.(a)In cooperation with regional transportation planning agencies, the commission may prescribe study areas for analysis and evaluation by those agencies and shall adopt guidelines for the preparation of regional transportation plans and sustainable communities strategies.~~

~~(b)In adopting the portion of the guidelines applicable to the preparation of sustainable communities strategies, the commission shall collaborate with the State Air Resources Board and shall prescribe both of the following in the guidelines:~~

~~(1)Acceptable technical methodologies that metropolitan planning organizations and regional transportation planning agencies may employ to estimate the emissions of greenhouse gases in a manner that is consistent with the target methodology provided in subparagraph (A) of paragraph (2) of subdivision (b) of Section 65080.~~

~~(2)The required contents of the sustainable communities strategy implementation reports required by subparagraph (O) of paragraph (2) of subdivision (b) of Section 65080.~~

~~SEC. 2.Section 14522.1 of the Government Code is amended to read:~~

~~14522.1.(a)(1)The commission, in consultation with the department and the State Air Resources Board, shall maintain guidelines for travel demand models used in the development of regional transportation plans and sustainable communities strategies by federally designated metropolitan planning organizations.~~

~~(2)Any revision of the guidelines shall include the formation of an advisory committee that shall include representatives of the metropolitan planning organizations, the department, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerned with the impacts of transportation investments on communities and the environment. Before amending the guidelines, the commission shall hold two workshops on the guidelines, one in northern California and one in southern California. The workshops shall be incorporated into regular commission meetings.~~

~~(b)The guidelines shall, at minimum and to the extent practicable, taking into account such factors as the size and available resources of the metropolitan planning organization, account for all of the following:~~

~~(1)The relationship between land use density and household vehicle ownership and vehicle miles traveled in a way that is consistent with statistical research.~~

~~(2)The impact of enhanced transit service levels on household vehicle ownership and vehicle miles traveled.~~

~~(3)Changes in travel and land development likely to result from highway or passenger rail expansion.~~

~~(4)Mode splitting that allocates trips between automobile, transit, carpool, and bicycle and pedestrian trips. If a travel demand model is unable to forecast bicycle and pedestrian trips, another means may be used to estimate those trips.~~

~~(5)Speed and frequency, days, and hours of operation of transit service.~~

~~SEC. 3.Section 14526.5 of the Government Code is amended to read:~~

~~14526.5.(a)Based on the asset management plan prepared and approved pursuant to Section 14526.4, the department shall prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Projects included in the program shall be limited to improvements relative to the maintenance, safety, operation, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system.~~

~~(b)The department shall coordinate with regional transportation planning agencies and metropolitan planning organizations, as applicable, to ensure that regionally significant projects, as defined in Section 93.101 of Title 40 of the Code of Federal Regulations, selected for the state highway operation and protection program align with the timing, phasing, and scope of projects included in applicable regional transportation plans.~~

~~(c)The program shall include projects that are expected to be advertised before July 1 of the year following submission of the program, but which have not yet been funded. The program shall include those projects for which construction is to begin within four fiscal years, starting July 1 of the year following the year the program is submitted.~~

~~(d)(1)The department, at minimum, shall specify, for each project in the state highway operation and protection program, the capital and support budget, as applicable, for each of the following project phases:~~

~~(A)Project approval and environmental documents, support only.~~

~~(B)Plans, specifications, and estimates, support only.~~

~~(C)Rights-of-way.~~

~~(D)Construction.~~

~~(2)The department shall specify, for each project in the state highway operation and protection program, a projected delivery date for each of the following components:~~

~~(A)Project approval and environmental document completion.~~

~~(B)Plans, specifications, and estimates completion.~~

~~(C)Right-of-way certification.~~

~~(D)Start of construction.~~

~~(e)The department shall submit its proposed program to the commission not later than January 31 of each even-numbered year. Before submitting its proposed program, the department shall make a draft of its proposed program available to transportation planning agencies for review and comment and shall include the comments in its submittal to the commission. The department shall provide the commission with detailed information for all programmed projects on cost, scope, schedule, and performance metrics as determined by the commission.~~

~~(f)The commission shall review the proposed program relative to its overall adequacy, consistency with the asset management plan prepared and approved pursuant to Section 14526.4 and funding priorities established in Section 167 of the Streets and Highways Code, the level of annual funding needed to implement the program, and the impact of those expenditures on the state transportation improvement program. The commission shall adopt the program and submit it to the Legislature and the Governor not later than April 1 of each even-numbered year. The commission may decline to adopt the program if the commission determines that the program is not sufficiently consistent with the asset management plan prepared and approved pursuant to Section 14526.4.~~

~~(g)As part of the commission's review of the program required pursuant to subdivision (a), the commission shall hold at least one hearing in northern California and one hearing in southern California regarding the proposed program.~~

~~(h)On or after July 1, 2017, to provide sufficient and transparent oversight of the department's capital outlay support resources composed of both state staff and contractors, the commission shall be required to allocate the department's capital outlay support resources by project phase, including preconstruction. Through this action, the commission will provide public transparency for the department's budget estimates, increasing assurance that the annual budget forecast is reasonable. The commission shall develop guidelines, in consultation with the department, to implement this subdivision. Guidelines adopted by the commission to implement this subdivision shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1).~~

~~(i)Beginning July 1, 2017, for a project that experiences increases in capital or support costs above the amounts in the commission's allocation pursuant to subdivision (h), the commission shall establish a threshold for requiring a supplemental project allocation. The commission's guidelines adopted pursuant to subdivision (h) shall also establish the threshold that the commission determines is necessary to ensure efficiency and may provide exceptions as necessary so that projects are not unnecessarily delayed.~~

~~(j)The department, for each project requiring a supplemental project allocation pursuant to subdivision (i), shall submit a request to the commission for its approval.~~

~~(k)Expenditures for these projects shall not be subject to Sections 188 and 188.8 of the Streets and Highways Code.~~

SECTION 1. *Section 65072.2 of the Government Code is amended to read:*

65072.2. (a) The department shall address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 40 percent below 1990 levels by December 31, 2030, as required by the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38500) of the Health and Safety Code), and how the plan is consistent with, and supports attaining, all state ambient air quality standards, as set forth in Section 70200 of Title 17 of the California Code of Regulations, and national ambient air quality standards, as established pursuant to Section 7409 of Title 42 of the United States Code, in all areas of the state, as described in California's state implementation plans required by the federal Clean Air Act (42 U.S.C. Sec. 7401 et seq.), taking into consideration the use of alternative fuels, new vehicle technology, tailpipe emissions reductions, ride sharing, vehicle pooling, and expansion of public transit, commuter rail, intercity rail, bicycling, and walking. The plan shall identify the statewide integrated multimodal transportation system needed to achieve *the greenhouse*

Attachment: Senate Bill 1087 text (12748 : Bill Position Recommendations) *gas emissions reduction targets and air quality standards and shall include a performance management plan for each district of the department that informs delivery of transportation capital projects to help achieve* these results.

(b) Commencing with the third update to the California Transportation Plan, the department shall include the following information in the plan:

(1) A forecast of the impacts of advanced and emerging technologies over a 20-year horizon on infrastructure, access, and transportation systems. For purposes of this paragraph, "advanced and emerging technologies" includes, but is not limited to, shared, autonomous, connected, and electric transportation options.

(2) A review of the progress made implementing past California Transportation ~~Plans~~ *Plans,* including, but not limited to, a review of actions taken in each region of the state to achieve the goals and policies outlined in the plan.

~~(c)(1)The Strategic Growth Council shall complete a report by January 31, 2022, and shall submit this report to the relevant policy and fiscal committees of the Legislature. The report shall contain all of the following:~~

~~(A)An overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies prepared pursuant to paragraph (2) of subdivision (b) of Section 65080, and an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system.~~

~~(B)A review of the potential impacts and opportunities for coordination of the following funding programs: the Affordable Housing and Sustainable Communities Program, the Transit and Intercity Rail Capital Program, the Low Carbon Transit Operations Program, the Transformative Climate Communities Program, and the Sustainable Transportation Planning Grant Program. The review shall be conducted in consultation with the agencies that administer these programs. The review shall include recommendations for the improvement of these programs or other relevant transportation funding programs to better align the programs to meet long-term common goals, including the goals outlined in the California Transportation Plan.~~

~~(2)The requirement for submitting a report imposed under paragraph (1) is inoperative on January 31, 2026, pursuant to Section 10231.5 of the Government Code.~~

~~(3)A report to be submitted pursuant to paragraph (1) shall be submitted in compliance with Section 9795 of the Government Code.~~

~~SEC. 4.~~*SEC. 2.* Section 65080 of the Government Code is amended to read:

65080. (a) Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.

(b) The regional transportation plan shall be an internally consistent document and shall include all of the following:

(1) A policy element that describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, and pragmatic objective and policy statements. The objective and policy statements shall be consistent with the funding estimates of the financial element. The policy element of transportation planning agencies with populations that exceed 200,000 persons may quantify a set of indicators, including, but not limited to, all of the following:

(A) Measures of mobility and traffic congestion, including, but not limited to, daily vehicle hours of delay per capita and vehicle miles traveled per capita.

(B) Measures of road and bridge maintenance and rehabilitation needs, including, but not limited to, roadway pavement and bridge conditions.

(C) Measures of means of travel, including, but not limited to, percentage share of all trips, work and nonwork, made by all of the following:

(i) Single-occupant vehicle.

(ii) Multiple occupant vehicle or carpool.

(iii) Public transit including commuter rail and intercity rail.

(iv) Walking.

(v) Bicycling.

(D) Measures of safety and security, including, but not limited to, total injuries and fatalities assigned to each of the modes set forth in subparagraph (C).

(E) Measures of equity and accessibility, including, but not limited to, percentage of the population served by frequent and reliable public transit, with a breakdown by income bracket, and percentage of all jobs accessible by frequent and reliable public transit service, with a breakdown by income bracket.

(F) The requirements of this section may be met using existing sources of information. No additional traffic counts, household surveys, or other sources of data shall be required.

(2) Commencing with the first or second regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, an eight-year sustainable communities strategy prepared by that metropolitan planning organization as follows:

(A) No later than ~~____~~ *two* years before the due date of a region's next sustainable communities strategy, the state board shall provide the region with greenhouse gas emission reduction targets for ~~all on-road transportation sectors~~ *the automobile and light truck sector* for 2035 and 2045.

(i) No later than ~~____,~~ *July 1, 2027,* the state board shall appoint a Regional Targets Advisory Committee to recommend all of the following:

(I) Factors to be considered and methodologies to be used for setting greenhouse gas emission reduction targets for the affected regions.

(II) How state fair housing, affordability, resilience, *transportation,* economic vibrancy, and land conservation goals should be balanced in setting greenhouse gas emission reduction targets for the affected regions.

(ii) The advisory committee shall include practitioners and technical and policy experts.

(iii) The advisory committee shall transmit a report with its recommendations to the state board no later than ~~____.~~ *July 1, 2028.* The state board shall consider the report before setting the targets.

(iv) Before setting the targets for a region, the state board shall exchange technical information with the metropolitan planning organization and the affected air district. The metropolitan planning organization may recommend a target for the region.

(v) Consistent with clause (vi), in establishing these targets, the state board shall take into account greenhouse gas emission reductions that will be achieved by improved vehicle emission standards, changes in fuel composition, and other measures it has approved that will reduce the emissions of greenhouse gases in the affected regions, consistent with the state board's most current model used to assess emissions from on-road vehicles, and prospective measures the state board plans to adopt to reduce the emissions of greenhouse gases from other greenhouse gas emission sources as defined in subdivision (i) of Section 38505 of the Health and Safety Code and consistent with the regulations adopted pursuant to the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38500) of the Health and Safety Code), including Section 38566 of the Health and Safety Code.

(vi) The targets established by the state board shall do both of the following:

(I) Reflect the combined effect of policies, regulations, and investments by cities, counties, special districts, county transportation agencies, air districts, metropolitan planning organizations, the state, and the federal government to ~~improve fleet efficiency and reduce vehicle miles traveled.~~ *reduce greenhouse gas emissions from vehicles, including through improved fleet efficiency and changes in transportation technologies.*

(II) Be based on what is achievable for the region, taking into account existing conditions, exogenous factors, and financial constraints. For purposes of this subclause, "existing conditions" includes, but is not limited to, existing resources, the built environment, and access to modes of travel outside of single-occupant passenger vehicles.

(vii) The state board shall update the regional greenhouse gas emission reduction targets every eight years consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan under federal law until 2050. Before updating these targets, the state board shall do all of the following:

(I) Exchange technical information with the California Transportation Commission, the Department of Housing and Community Development, the Department of Transportation, metropolitan planning organizations, local governments, and affected air districts and engage in a consultative process with public and private stakeholders.

(II) Release draft targets for public comment.

(III) Publish its methodology and assumptions, including, but not limited to, fleet and budget assumptions, in a downloadable and accessible format on its internet website and make this information available to the public and affected metropolitan planning organizations no fewer than 60 days before the release of draft targets.

(IV) Host ~~at least two~~ public workshops ~~within the applicable region~~ to engage in a consultative process with public and private stakeholders. *The state board shall hold at least one public workshop in each region and at least two public workshops in a region that includes multiple counties.*

(V) Hold a public hearing in the applicable region to solicit input on the region's draft targets.

(viii) The state board shall adopt the final targets and any subsequent changes to the targets at a public hearing.

(ix) The greenhouse gas emission reduction targets may be expressed in gross tons, tons per capita, tons per household, or in any other metric deemed appropriate by the state board that does not penalize regions for exogenous factors such as population, economic growth, or cross-border traffic.

(B) Each metropolitan planning organization shall prepare a sustainable communities strategy, subject to the requirements of Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, including the requirement to use the most recent planning assumptions considering local general plans and other factors. The sustainable communities strategy shall do all of the following:

(i) Identify the general location of uses, residential densities, and building intensities within the region.

(ii) Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, changes in enrollment levels at institutions of public higher education, as described in subdivision (a) of Section 66010 of the Education Code, household formation, and employment growth.

(iii) Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584.

(iv) Identify a transportation network to service the transportation needs of the region.

(v) Gather and consider the best practically available scientific information regarding resource areas and farmland in the region.

(vi) Consider the state housing goals specified in Sections 65580 and 65581.

(vii) Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the emissions of greenhouse gases from ~~all on-road transportation sectors~~ *the automobile and light truck sector* to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board.

(viii) Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

(C) (i) Within the jurisdiction of the Metropolitan Transportation Commission, as defined by Section 66502, the Association of Bay Area Governments shall be responsible for clauses (i), (ii), (iii), (v), and (vi) of subparagraph (B); the Metropolitan Transportation Commission shall be responsible for clauses (iv) and (viii) of subparagraph (B); and the Association of Bay Area Governments and the Metropolitan Transportation Commission shall jointly be responsible for clause (vii) of subparagraph (B).

(ii) Within the jurisdiction of the Tahoe Regional Planning Agency, as defined in Sections 66800 and 66801, the Tahoe Metropolitan Planning Organization shall use the Regional Plan for the Lake Tahoe Region as the sustainable communities strategy, provided that it complies with clauses (vii) and (viii) of subparagraph (B).

(D) In the region served by the Southern California Association of Governments, a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy, if one is prepared pursuant to subparagraph (I), for that subregional area. The metropolitan planning organization may adopt a framework for a subregional sustainable communities strategy or a subregional alternative planning strategy to address the intraregional land use, transportation, economic, air quality, and climate policy relationships. The metropolitan planning organization shall include the subregional sustainable communities strategy for that subregion in the regional sustainable communities strategy to the extent consistent with this section and federal law and approve the subregional alternative planning strategy, if one is prepared pursuant to subparagraph (I), for that subregional area to the extent consistent with this section. The metropolitan planning organization shall develop overall guidelines, create a public participation plan pursuant to subparagraph (F), ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region.

(E) The metropolitan planning organization shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy, if any. The metropolitan planning organization may conduct only one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county. Notice of the meeting or meetings shall be sent to the clerk of the board of supervisors and to each city clerk. The purpose of the meeting or meetings shall be to discuss the sustainable communities strategy and the alternative planning strategy, if any, including the key land use and planning assumptions with the members of the board of supervisors and the city council members in that county and to solicit and consider their input and recommendations.

(F) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy, if any, that includes all of the following:

(i) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, homebuilder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.

(ii) Consultation with congestion management agencies, transportation agencies, and transportation commissions.

(iii) Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. At least one workshop shall be held in each county in the region. For counties with a population greater than 500,000, at least three workshops shall be held. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the sustainable communities strategy and the alternative planning strategy.

(iv) Preparation and circulation of a draft sustainable communities strategy and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.

(v) At least three public hearings on the draft sustainable communities strategy in the regional transportation plan and alternative planning strategy, if one is prepared. If the metropolitan transportation organization consists of a single county, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.

(vi) A process for enabling members of the public to provide a single request to receive notices, information, and updates.

(G) In preparing a sustainable communities strategy, the metropolitan planning organization shall consider spheres of influence that have been adopted by the local agency formation commissions within its region.

(H) Before adopting a sustainable communities strategy, the metropolitan planning organization shall quantify the reduction in the emissions of greenhouse gases projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the target for the region established by the state board.

(I) (i) If the sustainable communities strategy, prepared in compliance with subparagraph (B) or (D), is unable to reduce the emissions of greenhouse gases to achieve the greenhouse gas emission reduction targets established by the state board, the metropolitan planning organization shall prepare an alternative planning strategy. In preparing the alternative planning strategy, the metropolitan planning organization shall do all of the following:

(I) Identify the principal impediments to achieving the targets within the sustainable communities strategy.

(II) Include an analysis of an alternative development pattern for the region pursuant to subparagraphs (B) to (G), inclusive, and, if necessary, additional infrastructure, transportation measures, or policies that could achieve the greenhouse gas emission reduction targets.

(III) Describe why the development pattern, measures, and policies in the analysis of alternative development pattern described in clause (II) are *the most* practicable ~~and effective~~ choices for achievement of the greenhouse gas emission reduction targets.

(ii) An alternative development pattern set forth in the alternative planning strategy shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the greenhouse gas emission reduction targets approved by the state board.

(iii) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an alternative planning strategy shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect.

(J) (i) Before starting the public participation process adopted pursuant to subparagraph (F), the metropolitan planning organization shall submit a description to the state board of the technical methodology it intends to use to estimate the emissions of greenhouse gases from its sustainable communities strategy and, if appropriate, its alternative planning strategy. The technical methodology shall be consistent with the state board's most current model used to assess emissions from on-road vehicles. The state board may object to the technical methodology. The state board's review of the methodology shall be completed within 30 days of the submission of the technical methodology and shall be limited to whether the methodology aligns with the most recently adopted guidelines adopted ~~by the commission~~ pursuant to ~~Section 14522.~~ *subparagraph (P).*

(ii) After adoption, a metropolitan planning organization shall submit a sustainable communities strategy or an alternative planning strategy, if one has been adopted, to the state board for review, including the quantification of the reductions of emissions of greenhouse gases the strategy would achieve and a description of the technical methodology used to obtain that result. Within ~~___~~ *30* days of the submission of a strategy, the state board shall review the sustainable communities strategy or alternative planning strategy for completeness and determine whether the metropolitan planning organization used required data sources, disclosed assumptions, and applied methodology in a manner consistent with the guidelines adopted pursuant to ~~Section 14522.~~ *subparagraph (P). If, within 30 days of the submission of a strategy, the state board determines that the strategy is incomplete or fails to use required data sources, disclose assumptions, or apply methodology consistent with the guidelines adopted pursuant to subparagraph (P), the state board shall make written findings disclosing any deficiencies and transmit them to the metropolitan planning organization, which shall respond to the state board's findings.* Within 60 days of the *original* submission of a strategy, *excluding any days when the metropolitan planning organization was preparing a response to findings of deficiencies by the state board,* the state board shall make one of the following determinations:

(I) The strategy would, if implemented, achieve the greenhouse gas emission reduction targets established by the state board.

(II) The strategy would, if implemented, achieve the greenhouse gas emission reduction targets established by the state board, but minor, nonsubstantive corrections must be made to the strategy.

(III) The strategy would not, if implemented, achieve the greenhouse gas emission reduction targets established by the state board. If the state board makes this determination, it shall disclose, in writing, the specific, material deficiencies demonstrating why the strategy would not achieve those targets.

(IV) It cannot be determined whether the strategy would, if implemented, achieve the greenhouse gas emission reduction targets established by the state board because the metropolitan planning organization failed to address the state board's findings of deficiencies that were transmitted within 30 days of the submission of the strategy. If the state board makes this determination, it shall disclose, in writing, the specific, material deficiencies that the metropolitan planning organization failed to address.

(iii) If the state board does not comply with the requirements of clause (ii) within either of the deadlines *set* forth in that clause, the strategy shall be deemed approved for implementation and funding alignment purposes.

(iv) If the state board determines that the strategy submitted would not, if implemented, achieve the greenhouse gas emission reduction targets, *or makes the determination in subclause (IV) of clause (ii),* the metropolitan planning organization shall revise its strategy or adopt an alternative planning strategy, if not previously adopted, and submit the strategy for review pursuant to clause (ii). At minimum, the metropolitan planning organization shall obtain state board acceptance that an alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets established for that region by the state board.

(v) On or before September 1, 2018, and every four years thereafter to align with target setting, ~~notwithstanding Section 10231.5,~~ the state board shall prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. The report shall include changes to the emissions of greenhouse gases in each region and data-supported metrics for the strategies used to meet the targets. The report shall also include a discussion of best practices and the challenges faced by the metropolitan planning organizations in meeting the targets, including the effect of state policies and funding. The report shall be developed in consultation with the metropolitan planning organizations, the California Transportation Commission, the Department of Housing and Community Development, and affected stakeholders. The report shall be submitted to the Assembly Committee on Transportation, the Assembly Committee on Natural Resources, the Senate Committee on Transportation, the Senate Committee on Housing, and the Senate Committee on Environmental Quality.

(K) Neither a sustainable communities strategy nor an alternative planning strategy regulates the use of land, nor, except as provided by subparagraph (J), shall either one be subject to any state approval. A sustainable communities strategy does not supersede the exercise of the land use authority of cities and counties within the region. This section does not limit the state board's authority under any other law. This section does not authorize the abrogation of any vested right whether created by statute or by common law. This section does not require a city's or county's land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy. This section does not require a metropolitan planning organization to approve a sustainable communities strategy that would be inconsistent with Part 450 of Title 23 of, or Part 93 of Title 40 of, the Code of Federal Regulations and any administrative guidance under those regulations. This section does not relieve a public or private entity or any person from compliance with any other local, state, or federal law.

(L) This section does not require projects programmed for funding on or before December 31, 2011, to be subject to this paragraph if they (i) are contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, (ii) are funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2), or (iii) were specifically listed in a ballot measure before December 31, 2008, approving a sales tax increase for transportation projects. This section does not require a transportation sales tax authority to change the funding allocations approved by the voters for categories of transportation projects in a sales tax measure adopted before December 31, 2010. For purposes of this subparagraph, a transportation sales tax authority is a district, as defined in Section 7252 of the Revenue and Taxation Code, that is authorized to impose a sales tax for transportation purposes.

(M) A metropolitan planning organization, or a regional transportation planning agency not within a metropolitan planning organization, that is required to adopt a regional transportation plan not less than every five years may elect to adopt the plan not less than every four years. This election shall be made by the board of directors of the metropolitan planning organization or regional transportation planning agency no later than June 1, 2009, or thereafter 54 months before the statutory deadline for the adoption of housing elements for the local jurisdictions within the region, after a public hearing at which comments are accepted from members of the public and representatives of cities and counties within the region covered by the metropolitan planning organization or regional transportation planning agency. Notice of the public hearing shall be given to the general public and by mail to cities and counties within the region no later than 30 days before the date of the public hearing. Notice of election shall be promptly given to the Department of Housing and Community Development. The metropolitan planning organization or the regional transportation planning agency shall complete its next regional transportation plan within three years of the notice of election.

(N) Two or more of the metropolitan planning organizations for the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare may work together to develop and adopt multiregional goals and policies that may address interregional land use, transportation, economic, air quality, and climate relationships. The participating metropolitan planning organizations may also develop a multiregional sustainable communities strategy, to the extent consistent with federal law, or an alternative planning strategy for adoption by the metropolitan planning organizations. Each participating metropolitan planning organization shall consider any adopted multiregional goals and policies in the development of a sustainable communities strategy and, if applicable, an alternative planning strategy for its region.

~~(O)Upon the submission of a regional transportation plan that does not include a new sustainable communities strategy, the metropolitan planning organization shall submit a sustainable communities strategy implementation report consistent with the regional transportation plan guidelines adopted pursuant to Section 14522.~~

(O) (i) Four years after adoption of a sustainable communities strategy, a metropolitan planning organization shall prepare a sustainable communities strategy implementation progress report, post the report on its internet website, and submit the report to the Strategic Growth Council. The Strategic Growth Council shall review the report at a public hearing.

(ii) The report may be prepared in conjunction with, and may rely on the information developed for, the regional transportation plan update prepared during the same period of time.

(iii) The report shall be prepared using information and data available to the metropolitan planning organization, including, but not limited to, data provided by federal, state, regional, or local agencies such as the state board and the Department of Housing and Community Development. Where current data are not reasonably available, the metropolitan planning organization may rely on the most recent available data. The report shall identify the source of

all information used. A metropolitan planning organization shall not be required to conduct new travel demand modeling, land use or scenario modeling, geospatial analysis, or primary data collection to prepare the report.

(iv) The report shall only include all of the following:

(I) A summary of progress made during the reporting period toward the 2035 or 2045 greenhouse gas reduction target, as applicable, including indicators showing the direction of regional trends related to achievement of the target. Indicators shall only include those consistent with the required contents of a sustainable communities strategy described in subparagraph (B). The summary of progress may reference information included in the state board's most recent report prepared pursuant to clause (v) of subparagraph (J).

(II) A description of progress made during the reporting period on implementing each of the major greenhouse gas emission-reducing policies, programs, or projects identified in the sustainable communities strategy that support achievement of the greenhouse gas reduction target. For purposes of this subclause, "major greenhouse gas emission-reducing policies, programs, or projects" shall only include those consistent with the required contents of a sustainable communities strategy described in subparagraph (B).

(III) Identification of the capacity-increasing projects on the state highway system delivered earlier than assumed in the sustainable communities strategy. In developing this list of projects, the metropolitan planning organization may use the federally required metropolitan transportation improvement program and annual listing of federal obligations for fund obligations by project phase and status of construction completion. The report shall indicate whether a project is located in a disadvantaged community, equity priority community, or other comparable designation in the sustainable communities strategy. If the sustainable communities strategy does not include such a designation, the metropolitan planning organization shall use the definition of "disadvantaged communities" in the guidelines implementing Section 2382 of the Streets and Highways Code.

(IV) A list of transportation projects added to, removed from, or amended in the regional transportation plan since the last adopted sustainable communities strategy. The report shall indicate whether a transportation project is located in a disadvantaged community, equity priority community, or other comparable designation in the sustainable communities strategy. If the sustainable communities strategy does not include such a designation, the metropolitan planning organization shall use the definition of "disadvantaged communities" in the guidelines implementing Section 2382 of the Streets and Highways Code.

(V) An assessment of legal, policy, or funding barriers to additional progress on each of the major greenhouse gas emission reducing strategies, policies, programs, or projects identified in the sustainable communities strategy. This assessment may include factors outside the metropolitan planning organization's authority or control, such as potential tensions between other state and federal policy objectives, the availability and timing of state and federal funding, economic and housing market conditions, and the actions of transit operators, project sponsors, and local governments.

(v) A metropolitan planning organization with a population of fewer than 1,500,000 people may include in its report a certification, adopted by its governing board, that the report was prepared consistent with the staffing, fiscal, technical, and data resources available to the metropolitan planning organization. A report accompanied by such a certification satisfies the requirements of this subparagraph, and the omission or limited treatment of any indicator or element due to those resource limitations shall not constitute a failure to comply.

(vi) This subparagraph does not require a metropolitan planning organization to acquire new staff, consultants, data, or analytical tools.

(P) (i) The state board shall adopt or update guidelines for the preparation of sustainable communities strategies before updating targets pursuant to subparagraph (A). The guidelines shall solely address matters necessary for greenhouse gas emissions quantification, including all of the following:

(I) An overview of the sustainable communities strategies submission and evaluation process.

(II) A checklist of information the state board needs to make its determination whether the sustainable communities strategy, if implemented, would achieve the target.

(III) One or more examples of acceptable data sources, assumptions, and technical methodologies that metropolitan planning organizations and regional transportation planning agencies may employ to estimate the emissions of greenhouse gases in a manner that is consistent with the target methodology provided pursuant to subparagraph (A). The identification of any of those examples shall not be construed to require the use of any particular data source, assumption, or methodology. A metropolitan planning organization or regional transportation planning agency may use alternative, technically supported data sources, assumptions, or methodologies to demonstrate consistency with the target methodology.

(ii) The guidelines adopted pursuant to this subparagraph are intended to provide technical assistance and promote transparency and consistency in the evaluation process. The guidelines shall not limit the authority of a metropolitan planning organization or regional transportation planning agency to demonstrate that its sustainable communities strategy, if implemented, would achieve the applicable greenhouse gas emissions reduction target using technically supported data, assumptions, methodologies, models, or other analytical approaches not identified in the guidelines.

(iii) Before revising the guidelines pursuant to this subparagraph, the state board shall form an advisory committee that includes representatives of the metropolitan planning organizations, the California Transportation Commission, the Strategic Growth Council, and organizations representing builders, environmental organizations, affordable housing advocates, equity organizations, labor, local transportation agencies, and local governments.

(iv) Before adopting, updating, or revising the guidelines, the state board shall hold two workshops on the guidelines, one in northern California and one in southern California. The state board shall adopt the final guidelines in a public hearing.

(v) The adoption or revision of any guidelines applicable to sustainable communities strategies described in this subparagraph shall be adopted pursuant to the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2).

(3) An action element that describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. The action element may describe all transportation projects proposed for development during the 20-year or greater life of the plan. The action element shall consider congestion management programming activities carried out within the region.

(4) (A) A financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. The financial element shall also contain recommendations for allocation of funds. A county transportation commission created pursuant to the County Transportation Commissions Act (Division 12 (commencing with Section 130000) of the Public Utilities Code) shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan. The first five years of the financial element shall be based on the five-year estimate of funds developed pursuant to Section 14524. The financial element may recommend the development of specified new sources of revenue, consistent with the policy element and action element.

(B) The financial element of transportation planning agencies with populations that exceed 200,000 persons may include a project cost breakdown for all projects proposed for development during the 20-year life of the plan that includes total expenditures and related percentages of total expenditures for all of the following:

(i) State highway expansion.

(ii) State highway rehabilitation, maintenance, and operations.

(iii) Local road and street expansion.

(iv) Local road and street rehabilitation, maintenance, and operation.

(v) Mass transit, commuter rail, and intercity rail expansion.

(vi) Mass transit, commuter rail, and intercity rail rehabilitation, maintenance, and operations.

(vii) Pedestrian and bicycle facilities.

(viii) Environmental enhancements and mitigation.

(ix) Research and planning.

(x) Other categories.

(C) The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm-to-market and interconnectivity transportation needs. The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute toward the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities.

(c) Each transportation planning agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to, issues of mobility for specific sectors of the community, including, but not limited to, senior citizens.

(d) Except as otherwise provided in this subdivision, each transportation planning agency shall adopt and submit, every four years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. A transportation planning agency located in a federally designated air quality attainment area or that does not contain an urbanized area may at its option adopt and submit a regional transportation plan every five years. When applicable, the plan shall be consistent with federal planning and programming requirements and shall conform to the regional transportation plan guidelines adopted by the California Transportation Commission. Before adoption of the regional transportation plan, a public hearing shall be held after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061.

(e) Commencing January 1, 2020, and every two years thereafter, the San Diego Association of Governments shall begin developing an implementation report that tracks the implementation of its most recently adopted sustainable communities strategy. The report shall discuss the status of the implementation of the strategy at the regional and local levels, and any successes and barriers that have occurred since the last report. The San Diego Association of Governments shall submit the implementation report to the state board by including it in its sustainable communities strategy implementation review pursuant to clause (ii) of subparagraph (J) of paragraph (2) of subdivision (b).

(f) (1) On or before July 1, 2026, and biennially thereafter, the Sacramento Area Council of Governments shall report, in a publicly available format on its internet website, on the regional implementation of its most recently adopted sustainable communities strategy using indicators developed and vetted with stakeholders.

(2) The information reported on its internet website pursuant to paragraph (1) shall include all of the following:

(A) A comparison between the land use and housing development assumptions included in the most recently adopted sustainable communities strategy and housing production activity in the region as measured by the issuance of building permits by local agencies.

(B) A discussion of the comparison's results, including identification of the principal factors that determine the extent to which the land use and housing development assumptions included in the most recently adopted sustainable communities strategy have or have not been realized and whether those assumptions reflect the requirement to use the most recent planning assumptions considering local general plans and other factors, as described in subparagraph (B) of paragraph (2) of subdivision (b), including by integrating feedback from housing developers, local governments, and other stakeholders.

(C) The status of approvals for, funding for, construction of, and projected dates of operation for transportation projects in the region in comparison to the investments and timing included in the most recently adopted sustainable communities strategy.

(3) This subdivision is not intended, and shall not be construed, to affect the land use authority of local governments, as described in subparagraph (K) of paragraph (2) of subdivision (b). This subdivision does not modify the authority of the metropolitan planning organization with respect to the adoption of a sustainable communities strategy pursuant to subparagraph (B) of paragraph (2) of subdivision (b) or implementation of the regional housing needs allocation in local housing elements.

~~**SEC. 5.**~~***SEC. 3.*** Section 65080.01 of the Government Code is amended to read:

65080.01. The following definitions apply to terms used in Section 65080:

(a) "Air district" has the same meaning as the term "district," as defined in Section 39025 of the Health and Safety Code.

(b) "Consistent" has the same meaning as that term is used in Section 134 of Title 23 of the United States Code.

(c) "Farmland" means farmland that is outside all existing city spheres of influence or city limits as of January 1, 2008, and is one of the following:

(1) Classified as prime or unique farmland or farmland of statewide importance.

(2) Farmland classified by a local agency in its general plan that meets or exceeds the standards for prime or unique farmland or farmland of statewide importance.

(d) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

(e) "Internally consistent" means that the contents of the elements of the regional transportation plan must be consistent with each other.

(f) "Resource areas" include all of the following:

(1) All publicly owned parks and open space.

(2) Open space or habitat areas protected by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans.

(3) Habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plan Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code).

(4) Lands subject to conservation or agricultural easements for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations, areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts.

(5) Areas designated for open-space or agricultural uses in adopted open-space elements or agricultural elements of the local general plan or by local ordinance.

(6) Areas containing biological resources as described in Appendix G of the CEQA Guidelines that may be significantly affected by the sustainable communities strategy or the alternative planning strategy.

(7) An area subject to flooding where a development project would not, at the time of development in the judgment of the agency, meet the requirements of the National Flood Insurance Program or where the area is subject to more protective provisions of state law or local ordinance.

(g) “State board” means the State Air Resources Board.

~~SEC. 6.Section 65080.03 is added to the Government Code, to read:~~

~~65080.03.(a)The California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) does not apply to the preparation and adoption of regional transportation plans, sustainable communities strategies, and alternative planning strategies pursuant to Section 65080.~~

~~(b)This section shall not be interpreted as exempting from the California Environmental Quality Act a project that would implement actions taken pursuant to a plan or strategy adopted pursuant to this chapter.~~

SEC. 4. *Section 99315 of the Public Utilities Code is amended to read:*

99315. Funds made available pursuant to subdivision (a) of Section 99312 shall be available for all of the following purposes:

(a) To the department for bus and passenger rail services pursuant to Sections 14035, 14035.5, and 14038 of the Government Code.

(b) To the department for funding of public transit capital improvement projects in the state transportation improvement program, pursuant to Section 14529 of the Government Code.

(c) *(1)* To the department for its planning activities not payable from the State Highway Account in the State Transportation Fund, its mass transportation responsibilities, and its assistance in regional transportation planning.

(2) For any activities within the region of a metropolitan planning organization, any activities undertaken pursuant to paragraph (1) shall be limited to activities that are consistent with an applicable sustainable communities strategy adopted as part of a regional transportation plan pursuant to Section 65080 of the Government Code.

(d) To the department for allocation by the director to the Institute of Transportation Studies of the University of California for training and research in public transportation systems engineering and management and coordination with other transportation modes.

(e) To the commission for its activities not payable from the State Highway Account.

(f) To the Public Utilities Commission for its passenger rail safety responsibilities specified in statute on commuter rail, intercity rail, and urban rail transit lines.

(g) For transfer to the Transportation Debt Service Fund created by Section 16965 of the Government Code to reimburse the General Fund for current year debt service payments on rail and transit-related general obligation bonds other than those issued pursuant to the Clean Air and Transportation Improvement Act of 1990 (Part 11.5 (commencing with Section 99600)), as follows:

(1) For the 2009–10 fiscal year, the Controller shall transfer up to one hundred forty-two million fifty-eight thousand dollars ($142,058,000) to the fund upon order of the Director of Finance for debt service paid or payable within that fiscal year.

(2) For the 2010–11 fiscal year, the Controller shall transfer up to ninety million eight hundred eighty-six thousand dollars ($90,886,000) in revenues collected before November 2, 2010, to the fund, as follows:

(A) By the 15th of every month, the Treasurer, in consultation with the Director of Finance, shall notify the Controller of the amount of debt service that will be paid on each transportation bond during that month.

(B) Within two business days following the 28th of every month, the Controller shall transfer from the account to the Transportation Debt Service Fund an amount equal to monthly debt service paid by the General Fund on any bonds issued pursuant to Proposition 108 (1990) and Proposition 1A (2008), and one-quarter of the monthly debt service paid by the General Fund on any bonds issued pursuant to Proposition 1B (2006).

(C) Any transfers made from the Public Transportation Account pursuant to this subdivision for any months after October 2010 shall be reversed and repaid to the account, and shall instead be made, to the extent authorized, from weight fee revenues in the State Highway Account as provided for in Section 9400.4 of the Vehicle Code.

~~SEC. 7.~~*SEC. 5.* Section 2033.5 of the Streets and Highways Code is amended to read:

2033.5. The department, from funds made available pursuant to subdivision (f) of Section 2032, shall allocate local planning grants to encourage local and regional planning that furthers state goals, including, but not limited to, ~~the goals of a sustainable communities strategy adopted pursuant to paragraph (2) of subdivision (b) or Section 65080 of the Government Code and~~ the goals and best practices cited in the regional transportation plan guidelines adopted by the commission pursuant to Sections 14522 to 14522.3, inclusive, of the Government Code. The department shall develop a grant guide and shall consult with the State Air Resources Board, the Office of Land Use and Climate Innovation, and the Department of Housing and Community Development in the development of the grant guide, and shall provide status reports as it administers these funds. *For areas within a metropolitan planning organization, the grant guide shall encourage planning that furthers the goals of a sustainable communities strategy or alternative planning strategy adopted pursuant to paragraph (2) of subdivision (b) of Section 65080 of the Government Code.* The grant guide shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

~~SEC. 8.~~*SEC. 6.* Section 2192 of the Streets and Highways Code is amended to read:

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

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

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

(b) (1) The funding described in subdivision (a) shall be available upon appropriation for allocation by the commission for infrastructure improvements in this state on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement, as determined by the commission and as identified in the state freight plan developed pursuant to Section 13978.8 of the Government Code.

(2) Projects eligible for funding shall be included in an adopted regional transportation plan. Projects within the boundaries of a metropolitan planning organization shall be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets, or, if the metropolitan planning organization has adopted an alternative planning strategy pursuant to Section 65080 of the Government Code, the projects shall reduce greenhouse gas emissions.

(3) In developing guidelines for implementing this section, the commission shall (A) apply the guiding principles, to the maximum extent practicable, in the California Sustainable Freight Action Plan released in July 2016 pursuant to Executive Order No. B-32-15, and (B) consult the state freight plan and the applicable port master plan.

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

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

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

(3) Projects to enhance the capacity and efficiency of ports, except that funds available under this section shall not be allocated to a project that includes the purchase of fully automated cargo handling equipment. For purposes of this paragraph, "fully automated" means equipment that is remotely operated or remotely monitored, with or without the exercise of human intervention or control. This paragraph does not prohibit the use of funds available pursuant to this section for a project that includes the purchase of human-operated zero-emission equipment, human-operated near-zero-emission equipment, and infrastructure supporting that human-operated equipment. This section does not prohibit the purchase of devices that support that human-operated equipment, including equipment to evaluate the usage and environmental benefits of that human-operated equipment.

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

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

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

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

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

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

(e) (1) In adopting the program of projects to be funded with funds described in subdivision (a), the commission shall evaluate the total potential economic and noneconomic benefits of the program of projects to California's economy, environment, and public health. The evaluation shall specifically assess localized impacts in disadvantaged communities. The commission shall consult with the agencies identified in Executive Order No. B-32-15 and metropolitan planning organizations in order to use the appropriate models, techniques, and methods to develop the parameters for evaluating the program of projects. The commission shall allocate the funding from subdivision (a) for trade infrastructure improvements as follows:

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

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

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

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

(i) Addresses the state's most urgent needs.

(ii) Balances the demands of various land ports of entry, seaports, and airports.

(iii) Places emphasis on projects that improve trade corridor mobility and safety while reducing emissions of diesel particulates, greenhouse gases, and other pollutants and reducing other negative community impacts, especially in disadvantaged communities.

(iv) Makes a significant contribution to the state's economy.

(v) Recognizes the key role of the state in project identification.

(vi) Supports integrating statewide goods movement priorities in a corridor approach.

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

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

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

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

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

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

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

(4) "Congestion reduction," which means the reduction in recurrent daily hours of delay to be achieved.

(h) For purposes of this section, the following definitions apply:

(1) "Disadvantaged communities" means those communities identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code.

(2) "Low-income communities" means census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits adopted pursuant to Section 50093 of the Health and Safety Code.

~~SEC. 9.~~*SEC. 7.* Section 2391 of the Streets and Highways Code is amended to read:

2391. (a) Pursuant to subdivision (b) of Section 11053 of the Revenue and Taxation Code, two hundred fifty million dollars ($250,000,000) in the State Highway Account shall be available for appropriation to the Department of Transportation in each annual Budget Act for the Solutions for Congested Corridors Program. Funds made available for the program shall be allocated by the California Transportation Commission to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state.

(b) (1) Funding shall be available for projects that do all of the following:

(A) Make specific performance improvements.

(B) Support the implementation of a regional transportation plan.

(C) Reduce congestion in highly traveled corridors.

(D) Provide more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

(2) In order to mitigate increases in vehicle miles traveled, greenhouse gases, and air pollution, highway lane capacity-increasing projects funded by this program shall be limited to high-occupancy vehicle lanes, managed lanes as defined in Section 14106 of the Government Code, and other nongeneral purpose lane improvements primarily designed to improve safety for all modes of travel, such as auxiliary lanes, truck climbing lanes, or dedicated bicycle lanes.

(3) Project elements may include improvements to state highways, local streets and roads, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space.

~~SEC. 10.~~***SEC. 8.*** Section 2392 of the Streets and Highways Code is amended to read:

2392. (a) A regional transportation planning agency or county transportation commission or authority responsible for preparing a regional transportation improvement plan under Section 14527 of the Government Code or the department may nominate projects for funding through the program that are consistent with the policy objectives of the program as set forth in this chapter.

(b) The commission shall allocate no more than one-half of the funds available each year to projects nominated exclusively by the department.

(c) A project nomination shall do all of the following:

(1) Include documentation regarding the quantitative and qualitative measures validating the project's consistency with the policy objectives of the program as set forth in this chapter.

(2) Demonstrate that the improvements to be undertaken are the result of collaboration between the department and local or regional partners that reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions. Collaboration between the partners may be demonstrated by a project being jointly nominated by both the regional agency and the department.

(3) ~~Be consistent with the phasing, timing, and project scope~~ *Demonstrate that the project is* included in the adopted regional transportation plan.

~~SEC. 11.~~***SEC. 9.*** Section 2393 of the Streets and Highways Code is amended to read:

2393. Projects within the boundaries of a metropolitan planning organization shall be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets, or, if the metropolitan planning organization has adopted an alternative planning strategy pursuant to Section 65080 of the Government Code, the projects shall reduce greenhouse gas emissions.

~~SEC. 12.~~***SEC. 10.*** Section 2394 of the Streets and Highways Code is amended to read:

2394. *(a)* The commission shall allocate program funds to projects after the relevant metropolitan planning organization, or, for projects outside of the boundaries of a metropolitan planning organization, the regional transportation planning agency, has made a determination that a proposed project is ~~consistent with the phasing, timing, and project scope~~ included in the adopted regional transportation plan. The commission shall score the proposed projects on the following ~~criteria, with priority given to near-term projects in the adopted regional transportation plan that will open before the applicable target date specified in subparagraph (A) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code:~~ *criteria:*

~~(a)~~

(1) Safety.

~~(b)~~

(2) Congestion.

~~(c)~~

(3) Accessibility.

~~(d)~~

(4) Economic development and job creation and retention.

~~(e)~~

(5) Furtherance of state and federal ambient air standards and greenhouse gas emissions reduction standards pursuant to the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38550) of the Health and Safety Code) and Senate Bill 375 (Chapter 728 of the Statutes of 2008).

~~(f)~~

(6) Efficient land use.

~~(g)~~

(7) Matching funds.

~~(h)~~

(8) Project deliverability.

(b) Beginning with the 2032 program of projects, the commission shall give priority to allocating funding to near-term projects in the adopted regional transportation plan that will open before the 2045 target date specified in subparagraph (A) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code.

~~**SEC. 13.**~~***SEC. 11.*** Section 2397 of the Streets and Highways Code is amended to read:

2397. On or before March 1, 2019, and annually thereafter, the commission shall provide project update reports on the development and implementation of the program described in this chapter in its annual report to the Legislature prepared pursuant to Section 14535 of the Government Code. A copy of the report shall be provided to the Joint Legislative Budget Committee and the transportation policy committees of both houses of the Legislature. The report, at minimum, shall include information on each project that received funding under the program, including, but not limited to, all of the following:

(a) A summary describing the overall progress of the project since the initial award.

(b) Expenditures to date for all project phase costs.

(c) A summary of milestones achieved during the prior year and milestones expected to be reached in the coming year.

(d) An assessment of how the project is meeting the quantitative and qualitative measurements identified in the project nomination, as outlined in Section 2392.

~~SEC. 14.No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.~~

~~However, if the Commission on State Mandates determines that this act contains other costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.~~

SEC. 12. *If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.*

Minute Action

AGENDA ITEM: 4

Date: August 12, 2026

Subject:
Federal Legislative Update

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

- Transportation; and
- Council of Governments.

Background:
The House adjourned for their summer recess on July 23, 2026, and the Senate remained in session until August 7, 2026, and both chambers will return to session on August 31, 2026.

In the final weeks of July and early August 2026, the Senate continued to work on nominations and potentially a third budget reconciliation package. The President continued to pressure Senate Majority Leader John Thune to end the filibuster and pass the Safeguard American Voter Eligibility (SAVE) America Act, a bill that would require proof of citizenship to vote or register to vote and require States to remove non-citizens from voter rolls. Currently, the bill does not have enough votes to pass the Senate, and some House Republicans have vowed to stall all procedures unless the bill is enacted.

Building Unrivaled Infrastructure and Long-term Development (BUILD) America 250 Act - House Surface Reauthorization Bill Status

The House recessed without a floor vote on H.R. 8870 - BUILD America 250 Act, a bill that would reauthorize the Infrastructure Investment and Jobs Act's (IIJA) surface transportation programs, but not reauthorize the non-traditional COVID-19 stimulus programs.

The Senate has yet to act on their own draft, but Transportation Secretary Sean Duffy sent a letter to Senate leaders urging them to consider Administration priorities. The House bill has drawn some ire from the freight rail industry over a 'rail safety' title that is a priority of the White House, and provisions on how the bill will be funded still need to be approved by the House Ways and Means Committee. All of these factors point to a likely extension of the IIJA at the end of September, although it is uncertain how long an extension will last.

Federal Appropriations Process

On July 21, 2026, H.R. 9970 - the Continuing Appropriations Act, 2027, passed the House floor by a vote of 220-205. If enacted, the bill would extend government funding at existing levels until December 4, 2026.

The bill was awaiting consideration in the Senate, where Majority Leader Thune informed appropriators that he would like to see it ready before the August break.

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.

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

Responsible Staff:
Louis Vidaure, Legislative Analyst

Approved
Legislative Policy Committee
Date: August 12, 2026

Witnessed By:

ADDITIONAL INFORMATION

LEGISLATIVE POLICY COMMITTEE ATTENDANCE RECORD – 2026

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Daniel Ramos City of Adelanto												
Art Bishop Town of Apple Valley		X	X	X	X	X						
Ray Marquez City of Chino Hills		X	X	X	X	X						
Frank Navarro City of Colton		X	X	X		X						
Larry McCallon City of Highland		X	X	X	X	X						
John Dutrey City of Montclair		X	X	X		X						
Alan Wapner City of Ontario		X	X	X	X	X						
Rick Denison Town of Yucca Valley		X	X	X	X	X						
Jesse Armendarez Board of Supervisors			X	X	X	X						
Joe Baca, Jr Board of Supervisors		X	X	X	X	X						

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

LPCatt26

Communication: Attendance (Additional Information)

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
IEEP	Inland Empire Economic Partnership
IREN	Inland Regional Energy Network
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITOC	Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency

Acronym List

LACMTA	Los Angeles County Metropolitan Transportation Authority
LAIF	Local Agency Investment Fund
LAPM	Local Assistance Procedures Manual - Caltrans
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
ONT	Ontario International Airport
PACE	Property Assessed Clean Energy
PA/ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PS&E	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SBCERA	San Bernardino County Employees' Retirement Association
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCP	Solutions for Congested Corridors Program
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SRTP	Short Range Transit Plan
SGR	State of Good Repair Funds
STA	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Block Grant Program
TAC	Technical Advisory Committee
TCEP	Trade Corridor Enhancement Program
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIRCP	Transit and Intercity Rail Capital Program
TMC	Transportation Management Center

Acronym List

TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
UAAL	Unfunded Actuarial Accrued Liability
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019