



**AGENDA**  
**Legislative Policy Committee Meeting**  
**March 11, 2026**

**\*\*\*Start Time: 9:40 AM\*\*\***

**Location**

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

**Legislative Policy Committee Membership**

**Chair - President**

Rick Denison, Council Member  
*Town of Yucca Valley*

Frank Navarro, Mayor  
*City of Colton*

**Vice Chair – Vice President**

Joe Baca, Jr., Supervisor  
*County of San Bernardino*

Larry McCallon, Council Member  
*City of Highland*

John Dutrey, Mayor  
*City of Montclair*

**Past President**

Ray Marquez, Vice Mayor  
*City of Chino Hills*

Alan Wapner, Mayor Pro Tem  
*City of Ontario*

Art Bishop, Council Member  
*Town of Apple Valley*

Jesse Armendarez, Supervisor  
*County of San Bernardino*

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

**AGENDA**

**Legislative Policy Committee**

**March 11, 2026**

**9:40 AM**

**Location**

**SBCTA Office**

**First Floor Lobby Board Room**

**1170 W. 3rd Street, San Bernardino, CA 92410**

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

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

**CALL TO ORDER**

(Meeting Chaired by Rick Denison)

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

**Public Comment**

**Brief Comments from the General Public**

**Possible Conflict of Interest Issues**

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

**1. Information Relative to Possible Conflict of Interest**

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

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

## DISCUSSION ITEMS

### Discussion - Legislative/Public Outreach

#### 2. State Legislative Update

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

- Transportation; and
- Council of Governments.

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

- Transportation; and
- Council of Governments.

**Presenter: Louis Vidaure**

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

#### 3. Federal Legislative Update

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

- Transportation; and
- Council of Governments.

**Presenter: Louis Vidaure**

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

### Comments from Board Members

**Brief Comments from Board Members**

## ADJOURNMENT

### Additional Information

Attendance

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Acronym List

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Mission Statement

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**The next Legislative Policy Committee meeting is scheduled for April 8, 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](mailto:clerkoftheboard@gosbcta.com) and the office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> 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](mailto:clerkoftheboard@gosbcta.com). La oficina se encuentra en 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

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

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

**Agendas** – All agendas are posted at [www.gosbcta.com/board/meetings-agendas/](http://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. 3<sup>rd</sup> 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](mailto: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:*** March 11, 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:

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

***Financial Impact:***

This item has no direct impact on the budget.

***Reviewed By:***

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

***Responsible Staff:***

Molly Wiltshire, Director of Legislative and Public Affairs

Approved  
Legislative Policy Committee  
Date: March 11, 2026

Witnessed By:

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

## *Minute Action*

AGENDA ITEM: 2

***Date:*** *March 11, 2026*

***Subject:***

State Legislative Update

***Recommendation:***

A. Receive the March 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 Session**

The focus of the Legislature in January 2026 was moving all the “two-year” bills that were still in their house of origin into the second house. As a result, the first month back in session resulted in several policy and fiscal committee hearings to advance these bills. The bulk of those two-year bills were issues that needed additional time to be worked out, or last attempts to move the bills against opposition. However, after the January 31, 2026, deadline, the focus of the Legislature shifted to newly introduced bills.

The deadline to introduce bills for this year’s legislative session was February 20, 2026, so the weeks leading up to the deadline consisted mainly of initial groundwork and informational hearings to set the table for new bills. 1,909 bills were introduced for the second year of the two-year legislative cycle.

After being introduced, bills must be in print for 30 days before being taken up in policy committee, so the committee process will begin in late March, when all new bills will begin to be scheduled for their first policy hearings. Newly introduced bills will have to be out of the first house policy committee before Friday, April 24, 2026.

**Fiscal Year (FY) 2026-2027 Budget**

The Senate and Assembly budget subcommittees will begin meeting regularly to review Governor Newsom’s proposed budget for the upcoming FY. This is where legislators can hear directly from each state department on their proposed budget for the year and begin to dive into more detailed fiscal discussions. It is still early in the process, and there will be months more of hearings. The Legislature’s priorities are beginning to take shape, and this will set up the two houses and the Governor for their final negotiations on budget items before the June 15, 2026 deadline to pass the budget.

On February 20, 2026, the Legislative Analyst’s Office (LAO) upgraded its near-term state revenue outlook significantly. While noting the broad uncertainty inherent in California state revenue forecasting, the LAO anticipated state General Fund tax revenues might be \$8.1 billion higher than the Governor’s January 9, 2026 estimate for FY 2025-2026, and \$3.4 billion lower

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

for FY 2026-2027, for a net revenue gain of about \$5 billion over the two FYs (known as the “budget window”). As LAO describes in an accompanying post, that \$5 billion net revenue gain would reduce projected near-term deficits by about \$2.5 billion.

LAO noted that major General Fund tax revenues came in about \$6 billion ahead of the Governor’s projections for just the two months of December and January. LAO also noted that given the recent forecasting differences between their office and the administration, there is a good chance the administration’s revenue upgrade at the May Revision will be larger than their current estimate.

The LAO prudently noted that these additional resources, of whatever amount, “should be viewed as a one-time windfall.” LAO recommended using this windfall to “reduce reliance on reserves and borrowing.

### **Legislative Analyst’s Office Report**

On February 10, 2026, the LAO released the FY 2026-2027 Budget: Cap-and-Invest Expenditure Plan report. In its 2026-2027 Greenhouse Gas Reduction Fund (GGRF) expenditure plan, the administration proposed to allocate a total of more than \$1.6 billion to discretionary activities, including: 1.) \$1.25 billion to backfill California Department of Forestry and Fire Protection costs that otherwise would be paid by the General Fund; 2.) \$250 million for activities specified in intent language in Senate Bill (SB) 840; and 3.) \$115 million to create a new light-duty zero-emission vehicle (ZEV) incentive program.

LAO stated that the administration does not anticipate that the GGRF will have adequate revenues to support the full amounts identified in SB 840 for certain programs. LAO noted that the administration chooses not to support any of the programs that were anticipated to receive out-year monies in the 2024-2025 GGRF expenditure plan, including some funds that the state already awarded to local transit agencies. They stated that failing to provide these transit funds could have negative implications, such as on agencies’ financial positions and ability to draw down federal grant funds. Instead, the Governor prioritizes launching a new ZEV program.

Given ongoing multiyear budget deficits, the recommendation is for the Legislature to reassess existing GGRF commitments and prioritize the state’s highest needs across the entire budget. This includes reconsidering transit funding and applying strict scrutiny to new spending proposals. The recommendation is to reject the proposed new ZEV incentive program.

On February 10, 2026, the LAO also published the Proposition 4 Spending Plan report. The Governor’s FY 2026–2027 budget proposes \$2.1 billion in Proposition 4 bond funding—about 21% of the total authorized. Unlike the previous year’s approach, the administration plans to submit bond funding proposals annually rather than through a multiyear spending plan, giving the Legislature more oversight opportunities. It also proposes a new budget control section to reduce administrative burdens for large or state-run projects. LAO noted that overall, the proposal appears reasonable and consistent with bond requirements, with funding levels aligned to department capacity and local demand. However, since several new programs and activities are proposed, the Legislature may want to provide clearer guidance on how funds should be used. Without such direction, spending decisions would largely be left to the administration, potentially limiting legislative influence over priorities.

## Legislative Policy Committee Agenda Item

March 11, 2026

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**Legislative Priorities**

On February 24, 2026, Board President Rick Denison, Executive Director Carrie Schindler, and Legislative Affairs staff travelled to Sacramento for meetings with State representatives and staff members.

Meetings included:

Senator Rosilicie Ochoa Bogh  
 Senator Kelly Seyarto  
 Assemblywoman Leticia Castillo  
 Assemblyman James Ramos  
 Assemblywoman Michelle Rodriguez  
 Assemblyman Greg Wallis  
 Senate Transportation Committee staff  
 Assembly Transportation Committee staff  
 Senator Elosie Gomez Reyes' staff  
 Assembly Speaker Robert Rivas' staff

President Denison and staff outlined agency legislative priorities for this year, as well as discussed protecting transportation funding in the upcoming budget negotiations.

Attachment A contains a listing of policy and legislative priorities for the San Bernardino County Transportation Authority (SBCTA) / San Bernardino Council of Governments (SBCOG) for the 2026 legislative session.

Attachment B contains a list of legislative bills that SBCTA/SBCOG have taken a position on. Attachment C reflects bills of interest to SBCTA and SBCOG.

***Financial Impact:***

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

***Reviewed By:***

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

***Responsible Staff:***

Louis Vidaure, Legislative Analyst

Approved  
 Legislative Policy Committee  
 Date: March 11, 2026

Witnessed By:

San Bernardino Council of Governments  
 San Bernardino County Transportation Authority



The San Bernardino County Transportation Authority (SBCTA) and the San Bernardino Council of Governments (SBCOG) remain focused on delivering transportation investments and coordinating regional planning efforts that improve mobility, align housing and land use strategies, support economic growth and strengthen goods movements across the region.

As the largest geographic county in the nation, our transportation solutions must balance regional connectivity, transit expansion, and freight reliability — all while ensuring equity for our diverse communities.

As directed by the Board of Directors, SBCTA/SBCOG is committed to supporting transit expansion throughout the region and investing in critical commuter and freight corridors, as well as supporting countywide cooperative planning to address issues such as housing and public safety.

### **Policy Priorities**

1. Ensuring state policies recognize the unique geographic scale and infrastructure needs of San Bernardino County
2. Protecting and enhancing formula funding that our region relies on
3. Ensuring state legislation does not create unintended conflicts that delay rail, transit or goods movement projects

### **Legislative Priorities for 2026**

1. Protection of Transportation Funding within the 2026-2027 State Budget
2. Pursuing legislation to clarify Senate Bill 79 and ensure future Brightline rail stations are exempted and do not impact future land use decisions at the local level
3. Modernize Senate Bill 743 to reduce mitigation costs and feasibility of implementation of projects
4. Update Senate Bill 375 to reflect today's housing affordability, climate and transportation needs
5. Codify the Regional Early Action Planning (REAP) grant program to aide San Bernardino County cities in meeting state housing and climate goals

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

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

Attachment: Bill position matrix 3-26 (12069 : State Legislative Update)



# SBCTA Bill Report 2/26/2026

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

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

**Introduced:** 12/02/2024

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



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

**Analysis:**

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

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

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

**Introduced:** 12/02/2024

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



**Summary:** Would enact the Social Housing Act and would create the California Housing Authority as an independent state body, the mission of which would be to ensure that social housing developments that are produced and acquired align with the goals of eliminating the gap between housing production and regional housing needs assessment targets and preserving affordable housing. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed or authorized by the authority would be owned by the authority. (Based on 12/02/2024 text)

**Analysis:**

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

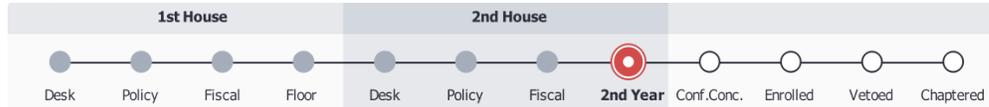
Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

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

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

**Introduced:** 12/02/2024

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



**Summary:** Would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human safety operator on any highway within the State of California. The bill would make a first violation of this provision subject to a \$10,000 administrative fine and a \$25,000 administrative fine for subsequent violations. The bill would authorize the department to suspend or revoke the permit of an autonomous vehicle manufacturer for repeated violations of this provision. (Based on 06/30/2025 text)

**Analysis:**

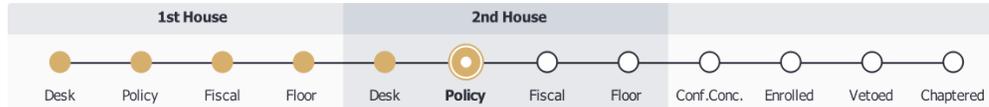
08/29/25 [S Floor Analyses](#) (text 06/30/25)

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

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

**Introduced:** 12/10/2024

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



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

**Analysis:**

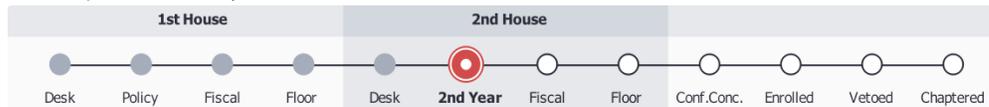
06/02/25 [A Floor Analysis](#) (text 06/02/25)

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

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

**Introduced:** 01/16/2025

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



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

**Analysis:**

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

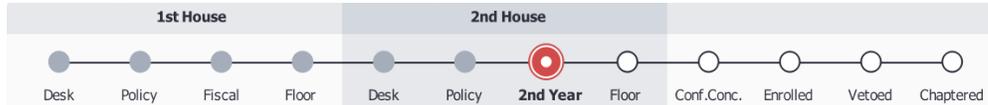
Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

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

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

**Introduced:** 01/16/2025

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



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

**Analysis:**

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

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

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

**Introduced:** 01/17/2025

**Status:** 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 6/30/2025)(May be acted upon Jan 2026)



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

**Analysis:**

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

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

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

**Introduced:** 01/23/2025

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



Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

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

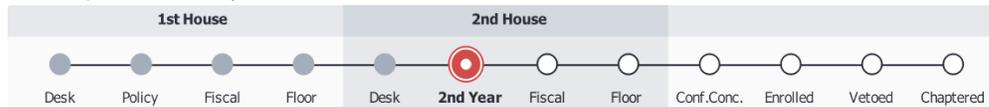
**Analysis:**  
03/21/25 [A Floor Analysis](#) (text 03/12/25)

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

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

**Introduced:** 01/24/2025

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



**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law exempts various projects from CEQA, including projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. This bill would exempt from CEQA the new construction of a single-family dwelling that meets specified conditions, including that the project contains one single-family dwelling that is 1,500 square feet or less with no more than 3 bedrooms, the property is intended to be sold to a first-time home buyer, and the lead agency determines that the developer of the project or the property owner provided sufficient legal commitments to meet the requirements of the exemption. The bill would require the lead agency, if it determines that a project qualifies for the exemption, to file a notice of exemption with the Office of Land Use and Climate Innovation, formerly known as the Office of Planning and Research, and the county clerk, as specified. By placing additional requirements on the lead agency to make a determination on whether the CEQA exemption applies, and on local agencies to determine whether the project developer provided sufficient legal commitments, as described, the bill would impose a state-mandated local program. (Based on 04/29/2025 text)

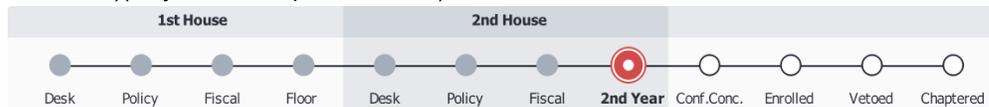
**Analysis:**  
05/15/25 [A Floor Analysis](#) (text 04/29/25)

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

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

**Introduced:** 01/28/2025

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



**Summary:** Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle's use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize an operator of a toll facility on

federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle’s use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as “required” by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. (Based on 07/17/2025 text)

**Analysis:**

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

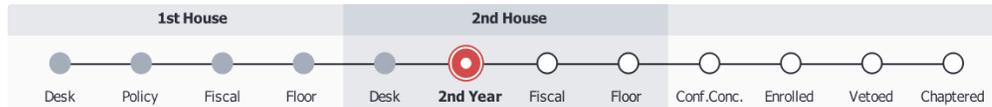
**Priority:** 1

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

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

**Introduced:** 02/05/2025

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



**Summary:** The State Aeronautics Act governs various matters relative to aviation in the state, and authorizes the Department of Transportation to adopt, administer, and enforce rules and regulations for the administration of the act. Current law establishes the Advanced Air Mobility, Zero-Emission, and Electrification Aviation Advisory Panel to assess the feasibility and readiness of existing infrastructure to support a vertiport network to facilitate the development of advanced air mobility services, the development of a 3-year prioritized workplan for the state to advance advanced air mobility services, and pathways for promoting equity of access to advanced air mobility infrastructure, as specified. Current law requires the department, not later than January 1, 2025, to report to the Legislature on the infrastructure feasibility and readiness study and the 3-year prioritized workplan. This bill, the Advanced Air Mobility Infrastructure Act, would require the department to take certain actions related to advanced air mobility, as defined, including, among other things, developing a statewide plan, or updating the statewide aviation plan, to include vertiports, electric aviation charging, and the infrastructure needs of other advances in aviation technology, and designating a subject matter expert for advanced air mobility within the department, as specified. (Based on 04/30/2025 text)

**Analysis:**

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

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

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

**Introduced:** 02/06/2025

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



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

**Analysis:**

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

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

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

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

**Introduced:** 02/06/2025

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



**Summary:** The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would extend the authorization for specified neighborhood city councils to use the alternate teleconferencing provisions described above until January 1, 2030. (Based on 04/21/2025 text)

**Analysis:**

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

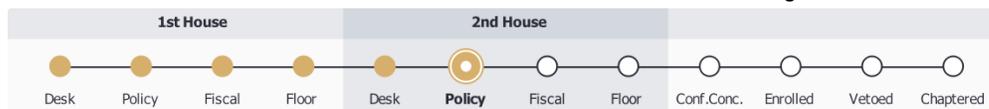
**AB 609**

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

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

**Introduced:** 02/13/2025

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



**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements various projects, including, but not limited to, housing projects that meet certain requirements. This bill would exempt from the requirements of CEQA a housing development project, as defined, that meets certain conditions relating to, for example, size, density, and location, including specific requirements for any housing on the project site located within 500 feet of a freeway. The bill would require a local government, as a condition of approval for the development, to require the development proponent to complete a specified environmental assessment regarding hazardous substance releases. If a recognized environmental condition is found, the bill would require the development proponent to complete a preliminary endangerment assessment and specified mitigation based on that assessment. Because a lead agency would be required to determine whether a housing development project qualifies for this exemption, the bill would impose a state-mandated local program. (Based on 05/05/2025 text)

**Analysis:**

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

**Priority:** 1

**AB 698**

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

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

**Introduced:** 02/14/2025

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



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

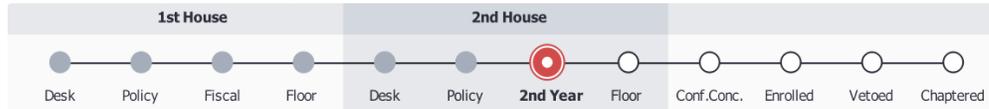
**Analysis:**  
06/02/25 **A Floor Analysis** (text 06/02/25)

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

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

**Introduced:** 02/14/2025

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



**Summary:** Would require the State Fire Marshal to appoint a hydrogen fire expert to answer questions and provide clarification on the implementation of hydrogen production, storage, and distribution facilities, ensuring that hydrogen facilities comply with the most up-to-date fire safety standards. The bill would require the State Fire Marshal to provide ongoing training to local fire departments and building inspectors to ensure that hydrogen-related safety protocols are understood and enforced statewide. (Based on 07/14/2025 text)

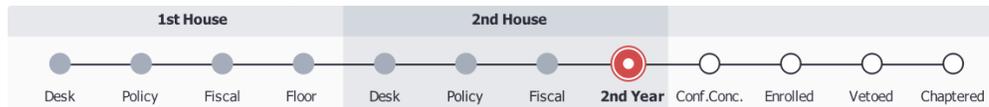
**Analysis:**  
08/15/25 **S Appropriations** (text 07/14/25)

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

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

**Introduced:** 02/18/2025

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



**Summary:** Current law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Current law defines various terms, including “21st century warehouse,” and “tier 1 21st century warehouse,” for purposes of those provisions as logistics uses that, among other things, comply with specified building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Current law, subject to specified exceptions, defines “logistics use” for these purposes to mean a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the building permit for a development of a 21st century warehouse is issued and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. The bill would revise the definition of “logistics use” and instead define “logistics use development” for these purposes to mean a building that is primarily used as a warehouse for the movement or the storage of cargo, goods, or products that are moved to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. (Based on 09/09/2025 text)

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

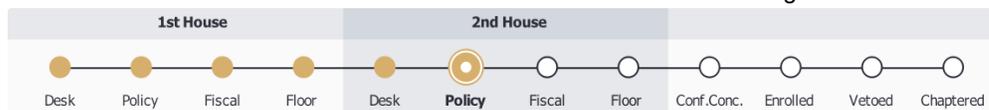
**Priority:** 1

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

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

**Introduced:** 02/18/2025

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



Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

**Summary:** Would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 04/10/2025 text)

**Analysis:**  
05/30/25 **A Floor Analysis** (text 04/10/25)

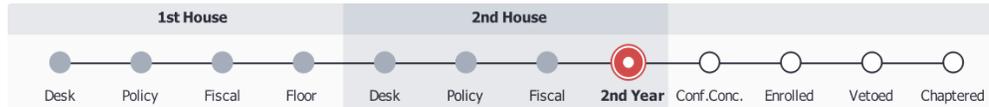
**Priority:** 1

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

**Current Text:** 07/16/2025 - Amended **HTML PDF**

**Introduced:** 02/18/2025

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



**Summary:** The Subdivision Map Act requires prescribed security from a developer if the act or a local ordinance authorizes or requires the furnishing of security in connection with the performance of any act or agreement. Current law requires the Real Estate Commissioner to make an examination of any subdivision, and to, unless there are grounds for denial, issue to the subdivider a public report authorizing the sale or lease of the lots or parcels within the subdivision. Current law specifies the grounds for denial, including, among other things, the inability to demonstrate that adequate financial arrangements have been made for all offsite improvements included in the offering or the inability to demonstrate that adequate financial arrangements have been made for any community, recreational, or other facilities included in the offering. This bill would prohibit the Real Estate Commissioner, in issuing a public report for a residential development or project, from requiring the furnishing of a security in connection with the performance of any act or agreement related to an improvement if the Real Estate Commissioner determines that security sufficient to protect the interests of purchasers, owners, and lessees, as necessary, has been furnished to a local agency for the same improvement pursuant to the provisions above requiring security under the Subdivision Map Act. (Based on 07/16/2025 text)

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

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

**Current Text:** 06/25/2025 - Amended **HTML PDF**

**Introduced:** 02/19/2025

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



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

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

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

**Current Text:** 07/10/2025 - Amended **HTML PDF**

**Introduced:** 02/19/2025

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



Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

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

**Analysis:**

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

**Priority:** 1

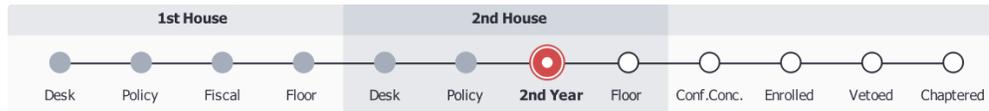
**AB 906**

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

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

**Introduced:** 02/19/2025

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



**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development that includes, among other things, a housing element. Current law requires the housing element to include, among other things, an inventory of land suitable and available for residential development, including specified sites, an analysis of the relationship of zoning and public facilities and services to these sites (first analysis), and an analysis of the relationship of the sites identified in the land inventory to the jurisdiction's duty to affirmatively further fair housing (2nd analysis). This bill would remove the requirement on cities and counties to include the 2nd analysis in their housing elements. (Based on 06/23/2025 text)

**Analysis:**

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

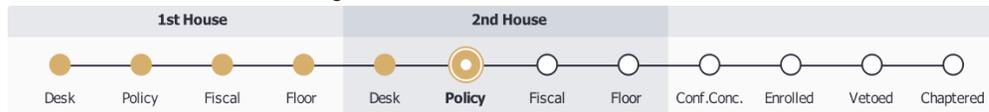
**AB 939**

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

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

**Introduced:** 02/19/2025

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



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

**Analysis:**

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

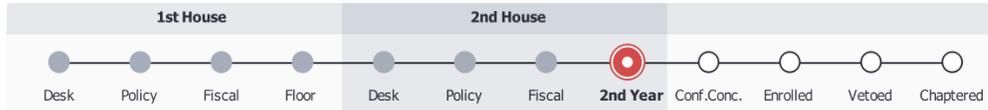
**AB 954**

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

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

**Introduced:** 02/20/2025

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



**Summary:** Current law requires transportation projects included in the interregional transportation improvement program (ITIP) to be consistent with the interregional transportation strategic plan (ITSP). Current law requires the Department of Transportation to submit the ITSP to the California Transportation Commission for approval and requires the ITSP, among other things, to be directed at achieving a high functioning and balanced interregional transportation system and consistent with the California Transportation Plan. This bill would require, to the extent feasible and consistent with the California Transportation Plan, the department to assess incorporating bicycle highways into strategic interregional corridors within the ITSP. (Based on 06/30/2025 text)

**Analysis:**

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

**Priority:** 1

**AB 956**

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

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

**Introduced:** 02/20/2025

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



**Summary:** Current law requires a local agency to ministerially approve building permit applications within a residential or mixed-use zone to create, among others, one detached, new construction, accessory dwelling unit that does not exceed 4-foot side and rear yard setbacks for a lot with a proposed or existing single-family dwelling, as specified. This bill would increase the number of detached, new construction, accessory dwelling units that a local agency is required to ministerially approve on lots with a proposed or existing single-family dwelling, as described above, to 2. By imposing new duties on local governments with respect to the approval of accessory dwelling units, the bill would impose a state-mandated local program. (Based on 03/17/2025 text)

**Analysis:**

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

**AB 1206**

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

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

**Introduced:** 02/21/2025

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



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

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single-family or multifamily residential housing unit, both as defined, within 30 days if the lot meets certain conditions and the application utilizes either a single-family or multifamily residential housing unit plan preapproved within the current triennial California Building Standards Code rulemaking cycle or a plan that is identical to a plan used in an application for a single-family or multifamily residential housing unit approved by the local agency within the current triennial California Building Standards Code rulemaking cycle. (Based on 08/18/2025 text)

**Analysis:**

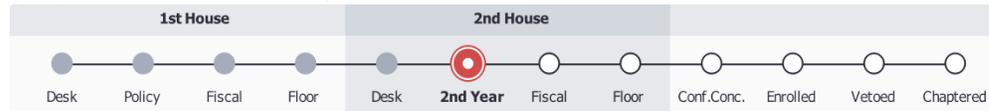
08/22/25 **S Appropriations** (text 08/18/25)

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

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

**Introduced:** 02/21/2025

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



**Summary:** Would require a ticket seller or a person who resells a ticket to a sporting, musical, theatre, or any other entertainment event located at a venue with a capacity of more than 1,000 persons to also, at the time that a ticket is purchased, give the consumer the option to purchase an all-day ticket from a transit provider that offers service to the venue during the time of the event, as specified. The bill would also require the Department of Transportation to prepare a study of additional transit sales generated pursuant to these provisions and report its findings to the Legislature on or before December 31, 2032. The bill would provide that a violation of the bill's provisions do not constitute a crime. (Based on 05/29/2025 text)

**Analysis:**

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

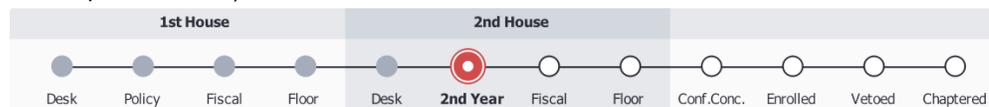
**Priority:** 1

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

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

**Introduced:** 02/21/2025

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



**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an amount of money, at a price per vehicle mile traveled, as determined by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program, as provided. The bill would require the office, on or before July 1, 2029, and at least once every 3 years thereafter, to update the price per vehicle mile traveled based on specified factors. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects. The bill would require the department to, for each award, confirm the estimated reduction in vehicle miles traveled, as provided, and would require the department to post specified information on its internet website. (Based on 04/23/2025 text)

**Analysis:**

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

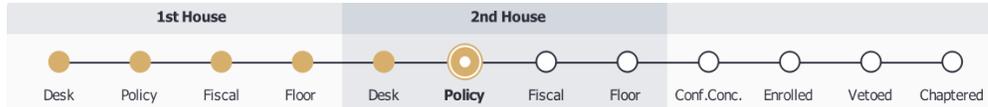
**Priority:** 1

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

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

**Introduced:** 02/21/2025

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



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

**Analysis:**

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

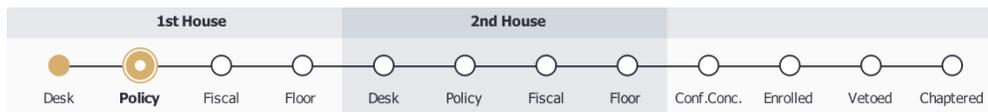
**Priority:** 1

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

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

**Introduced:** 01/16/2026

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



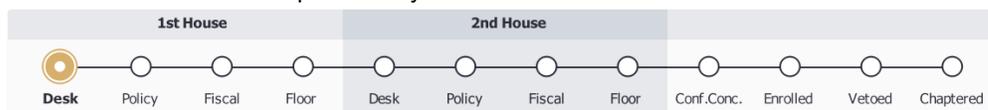
**Summary:** Would require the Department of Transportation to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified. (Based on 01/16/2026 text)

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

**Current Text:** 01/29/2026 - Introduced [HTML](#) [PDF](#)

**Introduced:** 01/29/2026

**Status:** 01/30/2026 - From printer. May be heard in committee March 1.



**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. This bill would make a nonsubstantive change to the provision naming the act. (Based on 01/29/2026 text)

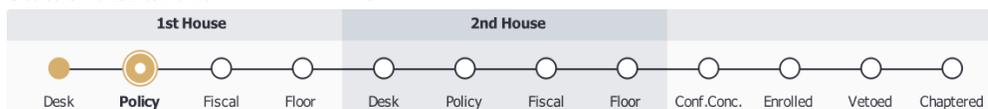
**Priority:** SPOT

**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.

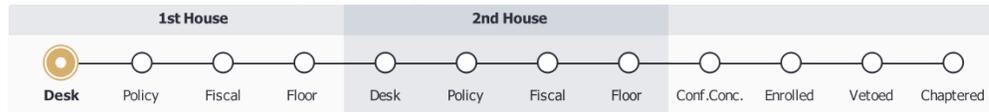
Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition 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) Additional local taxes: vehicle miles traveled tax.**

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

**Introduced:** 02/09/2026

**Status:** 02/10/2026 - From printer. May be heard in committee March 12.



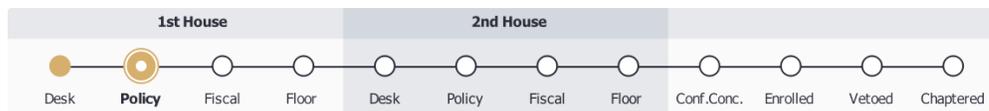
**Summary:** Current law authorizes the legislative body of a city or county to impose various taxes, including occupancy taxes and sales and use taxes. Existing law also prohibits a city and county from imposing certain taxes, such as a tax upon income. This bill would prohibit a city, county, or any political subdivision thereof from imposing a tax, fee, assessment, or charge, that is calculated, in whole or in part, based on the number of miles traveled by a motor vehicle. The bill would not prohibit the collection of tolls for the use of specific facilities, as provided. The bill would provide that any existing program, pilot program, regulation, or administrative action inconsistent with this prohibition is void and unenforceable. (Based on 02/09/2026 text)

**AB 1786 (Harabedian, D) Public contracts: best value construction contracting for counties, cities, and joint powers authorities.**

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

**Introduced:** 02/10/2026

**Status:** 02/23/2026 - Referred to Com. on L. GOV.



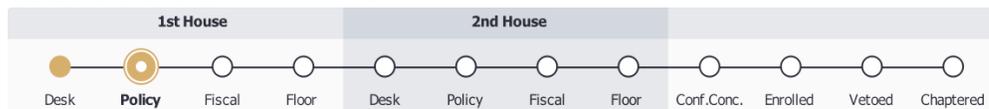
**Summary:** Current law establishes a program to allow counties to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Current law also authorizes counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Current law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Current 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, general law city, and eligible joint powers authority, as defined, to utilize this program, would make various conforming changes to the above-described provisions, and would extend the operation of those provisions until January 1, 2040. The bill would delete the provisions authorizing 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. (Based on 02/10/2026 text)

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



**Summary:** Would prohibit the State Air Resources Board from adopting any regulation or rule that would add more than \$0.02 to the cost of a gallon of gasoline or add \$2,000 or more to the cost to build any home. The bill

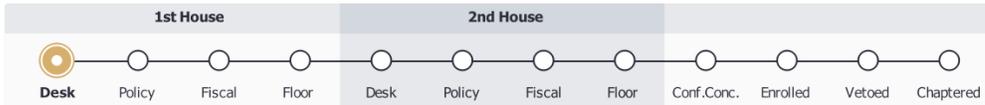
would require the state board to submit data to the relevant policy committees of the Legislature that demonstrates how a proposed regulation is compliant with this prohibition. (Based on 02/10/2026 text)

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

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

**Introduced:** 02/10/2026

**Status:** 02/11/2026 - From printer. May be heard in committee March 13.



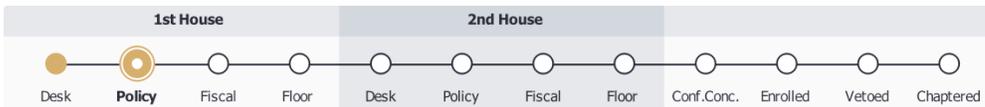
**Summary:** The Planning and Zoning Law authorizes a state or local public agency to authorize a governmental entity, a special district, a nonprofit organization, a for-profit entity, a person, or another entity to hold title to and manage an interest in property held for mitigation purposes, subject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

**AB 1803 (Lowenthal, D) Employment: sexual harassment training and education: anti-hate speech training.**

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

**Introduced:** 02/10/2026

**Status:** 02/23/2026 - Referred to Coms. on L. & E. and JUD.



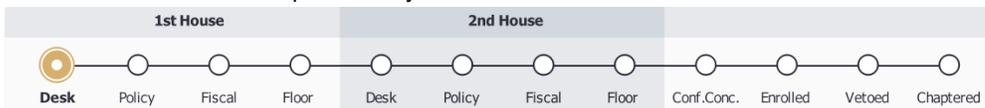
**Summary:** The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer's knowledge. Under existing law, the Civil Rights Department administers these provisions. Current law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. This bill would additionally require that the above-described training and education include, as a component of the training and education, anti-hate speech training. (Based on 02/10/2026 text)

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

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

**Introduced:** 02/10/2026

**Status:** 02/11/2026 - From printer. May be heard in committee March 13.



**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 provided. 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. Current law authorizes the department to enter into an agreement with any 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. Current law authorizes any 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 any city to delegate to the city the ability to authorize the taking of western Joshua trees associated with developing commercial and industrial projects. This bill would authorize the department to

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

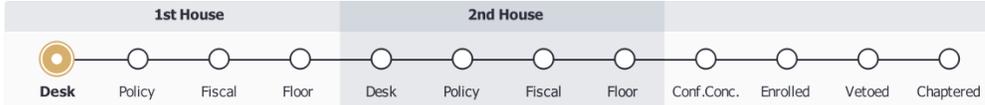
authorize, by permit, without payment of fees or other mitigation, (1) the removal by an owner of an existing single-family residence of a western Joshua tree that is within 30 feet of the single-family residence or 15 feet of an existing accessory structure, or within the construction footprint, or 15 feet of the construction footprint, of a new accessory structure that is proposed to be constructed for the single-family residence or (2) the removal by a developer of a public works project of a western Joshua tree that is within the construction footprint, or 15 feet of the construction footprint, of the public works project. (Based on 02/10/2026 text)

**AB 1821 (Pacheco, D) California Public Records Act.**

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

**Introduced:** 02/11/2026

**Status:** 02/12/2026 - From printer. May be heard in committee March 14.



**Summary:** The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. This bill would make a nonsubstantive change to the provision establishing the title of the act. (Based on 02/11/2026 text)

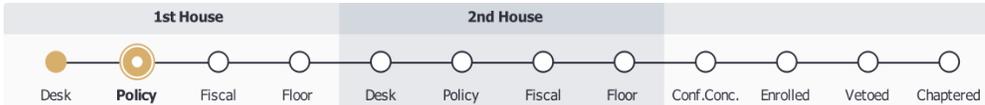
**Priority:** SPOT

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

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

**Introduced:** 02/11/2026

**Status:** 02/23/2026 - Referred to Com. on L. & E.



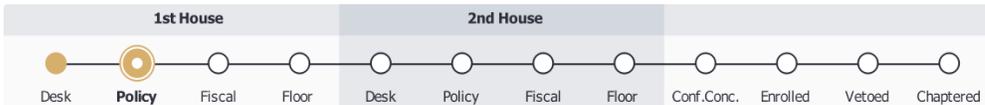
**Summary:** Current law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which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

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

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

**Introduced:** 02/11/2026

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



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

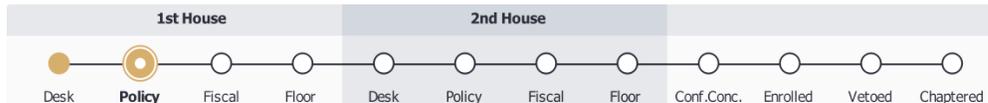
**AB 1859 (Ortega, D) Public works.**

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

**Introduced:** 02/11/2026

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

Status: 02/23/2026 - Referred to Coms. on L. & E. and JUD.



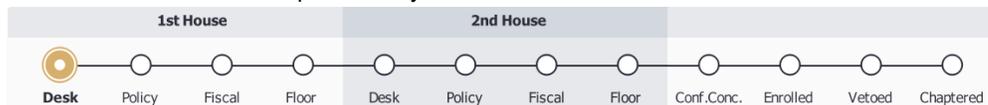
**Summary:** Current law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works. Current law defines “public works,” for the purposes of regulating public works contracts as, among other things, construction, alteration,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

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

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

**Introduced:** 02/11/2026

**Status:** 02/12/2026 - From printer. May be heard in committee March 14.



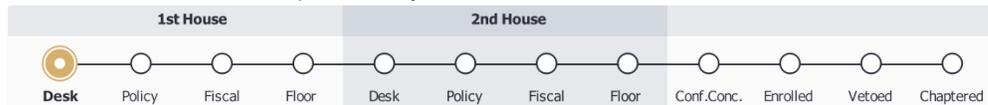
**Summary:** Current law generally regulates public works and public purchases, including prohibiting a state agency, as defined, from entering into any contract for the purchase of supplies, equipment, or services from any person who is, among other things, in violation of any order or resolution not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

**AB 1955 (Alanis, R) Public officials: threats.**

**Current Text:** 02/13/2026 - Introduced [HTML](#) [PDF](#)

**Introduced:** 02/13/2026

**Status:** 02/14/2026 - From printer. May be heard in committee March 16.



**Summary:** Current law makes it an offense for any person, with the intent to cause, attempts to cause or causes a public officer or employee, as specified, to do or refrain from doing any act in the performance of their duties, by means of a threat to inflict an unlawful injury that is directly communicated to the person, as specified. This bill would clarify that a threat can be directly communicated by means of an electronic communication device for the purposes of this section. (Based on 02/13/2026 text)

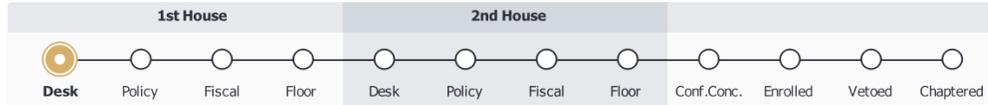
**AB 1997 (Lee, D) Land use: housing development approvals: timelines and processes.**

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

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

**Introduced:** 02/17/2026

**Status:** 02/18/2026 - From printer. May be heard in committee March 20.



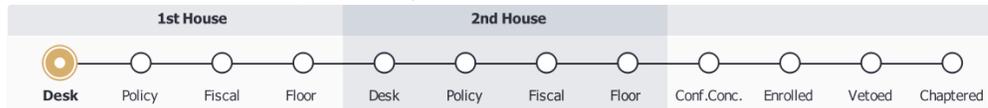
**Summary:** The Planning and Zoning Law, requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The Housing Accountability Act, among other things, when a housing development project, as defined, that complies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

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

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

**Introduced:** 02/17/2026

**Status:** 02/18/2026 - From printer. May be heard in committee March 20.



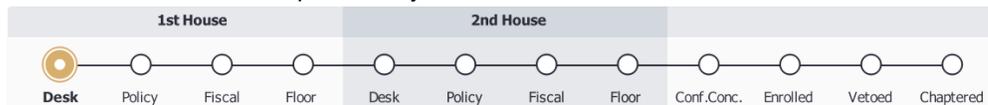
**Summary:** The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That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

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

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

**Introduced:** 02/17/2026

**Status:** 02/18/2026 - From printer. May be heard in committee March 20.



**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

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

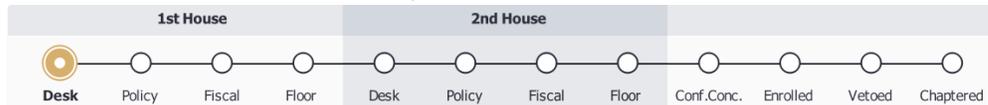
development of specified types of housing projects. Current law sets forth various general powers of the department in implementing these programs, including authorizing the department to enter into long-term contracts or agreements of up to 30 years for the purpose of servicing loans or grants or enforcing 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)

**AB 2074 (Haney, D) Land use.**

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

**Introduced:** 02/18/2026 (Spot bill)

**Status:** 02/19/2026 - From printer. May be heard in committee March 21.



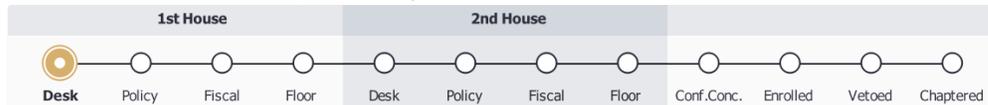
**Summary:** Current law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Current law requires that a housing development project within a specified distance of a transit-oriented development stop 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 applicable requirements, as specified. This bill would state the intent of the Legislature to enact legislation to support transit-oriented housing development, high road labor standards, and downtown revitalization in major transit cities, as defined, establish land use standards appropriate to transit-oriented development in regional centers, streamline ministerial approval for developments that meet high road labor standards in regional centers, and establish a revolving loan fund to finance construction of qualifying developments in regional centers. (Based on 02/18/2026 text)

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

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

**Introduced:** 02/18/2026

**Status:** 02/19/2026 - From printer. May be heard in committee March 21.



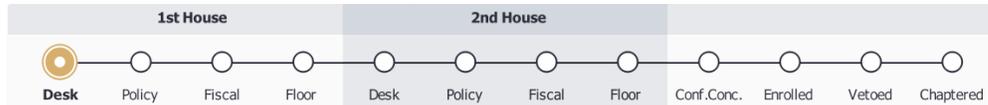
**Summary:** Current law prescribes requirements for the disposal of surplus land by a local agency, including sending a written notice of the availability of the property before disposal of that property or participating in negotiations to dispose of that property with a prospective transferee, as specified.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

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

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

**Introduced:** 02/19/2026

**Status:** 02/20/2026 - From printer. May be heard in committee March 22.



**Summary:** Current law requires, beginning on or before July 1, 2028, the Department of Transportation, in consultation with the State Department of Public Health and in collaboration with impacted local governments, to incorporate suicide deterrent considerations in the updates of applicable guidance documents, as provided. This bill would require the Department of Transportation to additionally develop and maintain a set of preapproved suicide prevention safety-barrier designs that local governments may use to install suicide prevention barriers, as provided. (Based on 02/19/2026 text)

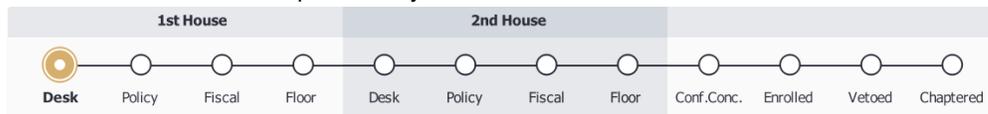
Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

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

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

**Introduced:** 02/19/2026

**Status:** 02/20/2026 - From printer. May be heard in committee March 22.



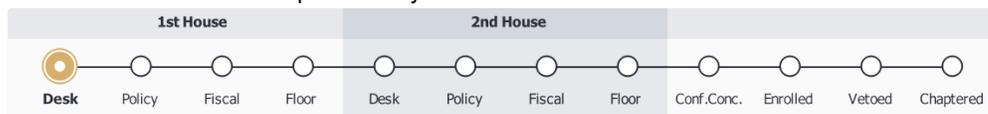
**Summary:** Current law requires each council of governments, or delegate subregion as applicable, to develop and adopt a methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or within the subregion, as provided. 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 2307 (Sanchez, R) Transportation: traffic signal synchronization pilot program.**

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

**Introduced:** 02/19/2026

**Status:** 02/20/2026 - From printer. May be heard in committee March 22.



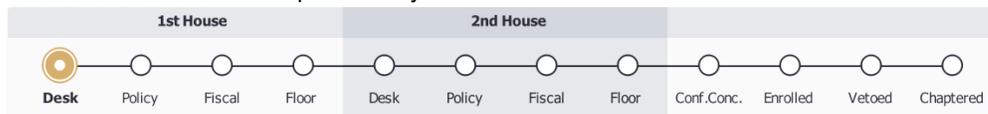
**Summary:** Would, until January 1, 2032, require the Department of Transportation to establish and administer a traffic signal synchronization pilot program for the local agencies constituting the Western Riverside Council of Governments to evaluate a regional model for coordinating traffic signal timing between state highways and local street and road systems, as specified. The bill would require the department, in coordination with participating agencies, to evaluate the effectiveness of the pilot program, including measurable impacts on congestion, travel time reliability, operational efficiency, and vehicle emissions, and on or before January 1, 2028, to submit a specified report to the Legislature relating to the pilot program. If the department determines, based on the evaluation, that the pilot program has demonstrated measurable transportation and operational benefits, the bill would authorize department to expand the pilot program, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the local agencies that constitute the Western Riverside Council of Governments. (Based on 02/19/2026 text)

**AB 2341 (Fong, D) Surplus land: transit stops.**

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

**Introduced:** 02/19/2026

**Status:** 02/20/2026 - From printer. May be heard in committee March 22.



**Summary:** Current law prescribes requirements for the disposal of surplus land by a local agency. Current law reaffirms the Legislature’s declaration that surplus land, prior to disposition, should be made available for housing for persons and families of low and moderate income, and reaffirms the Legislature’s declaration of the importance of appropriate planning and development near transit stations to encourage the clustering of housing and commercial development around those stations. This bill would revise those declarations related to transit stations to, instead, reaffirm the Legislature’s declaration of the importance of appropriate planning and development near transit stops to encourage the clustering of housing and commercial development around those stops. (Based on 02/19/2026 text)

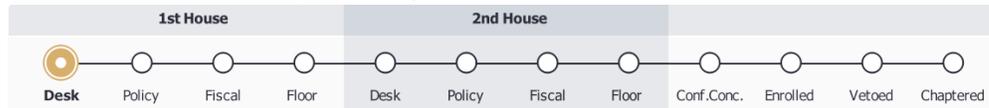
Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

**AB 2342 (Hoover, R) Housing development: transit-oriented development.**

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

**Introduced:** 02/19/2026

**Status:** 02/20/2026 - From printer. May be heard in committee March 22.



**Summary:** Current law requires a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, 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 make nonsubstantive changes to those provisions. (Based on 02/19/2026 text)

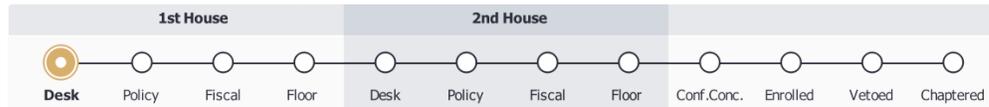
**Priority:** SPOT

**AB 2349 (Solache, D) State Air Resources Board: regional air quality incident response program.**

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

**Introduced:** 02/19/2026

**Status:** 02/20/2026 - From printer. May be heard in committee March 22.



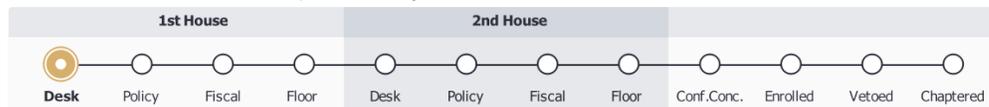
**Summary:** Current law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Current law requires the state board to inventory sources of air pollution within the air basins of the state, determine the kinds and quantity of air pollutants, and monitor air pollutants in cooperation with districts and other agencies. This bill would require the state board to expand its incident air monitoring program, subject to an appropriation by the Legislature for those purposes, to provide support for a regional network of air quality incident response centers, including at least one air quality incident response and evaluation center located at the South Coast Air Quality Management District, in order to facilitate emergency air monitoring response at the local and regional level. The bill would require each air quality incident response center to be operated by the state board or an air district and would require the state board and each district that operates an air quality incident response center to coordinate to provide emergency air monitoring response for disasters or other crises impacting air quality and public health in the state. (Based on 02/19/2026 text)

**AB 2371 (Hadwick, R) Transportation.**

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

**Introduced:** 02/19/2026

**Status:** 02/20/2026 - From printer. May be heard in committee March 22.



**Summary:** Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Existing law provides various sources of revenue for transportation projects undertaken by state and local agencies. This bill would state the intent of the Legislature to enact subsequent legislation related to transportation. (Based on 02/19/2026 text)

**Priority:** SPOT

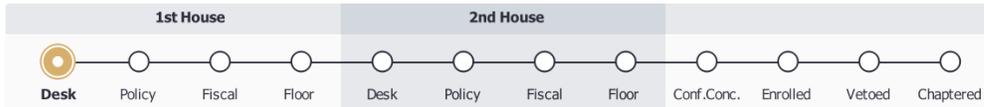
**AB 2372 (Hoover, R) Vehicles: tolls.**

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

**Introduced:** 02/19/2026

**Status:** 02/20/2026 - From printer. May be heard in committee March 22.

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)



**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 a public agency identification, such as "Police." This bill would make a technical, nonsubstantive change in these provisions. (Based on 02/19/2026 text)

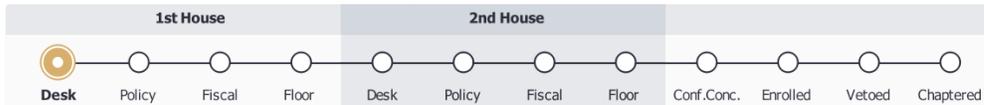
**Priority:** SPOT

**AB 2413 (Ransom, D) Large-format public advertisements: public expense.**

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

**Introduced:** 02/20/2026

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



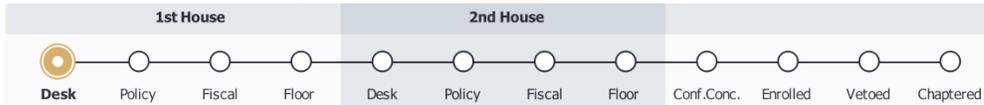
**Summary:** The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines "mass mailing" to mean over 200 substantially similar pieces of mail, and defines "mass electronic mailing" to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define "large-format public advertisement" as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are larger than those designed to be individually distributed. (Based on 02/20/2026 text)

**AB 2454 (Solache, D) Department of Transportation: state highways.**

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

**Introduced:** 02/20/2026

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



**Summary:** Current law establishes the Department of Transportation and the California Transportation Commission, and vests with the department the obligation to improve and maintain state highways, including all traversable highways that have been adopted or designated as state highways by the commission. This bill would make a nonsubstantive change to this provision. (Based on 02/20/2026 text)

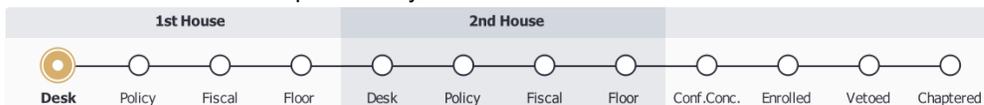
**Priority:** SPOT

**AB 2498 (Chen, R) Local government: open meetings.**

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

**Introduced:** 02/20/2026

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



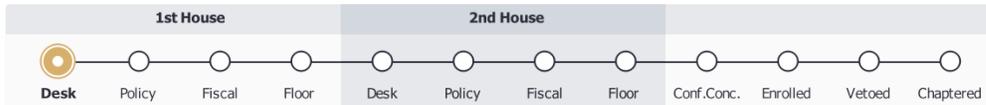
**Summary:** The Ralph M. Brown Act requires that all meetings of a legislative body be open and public and that all persons be permitted to attend except as otherwise permitted by its provisions. The act defines a meeting for the purposes of its provisions and excepts certain interactions from its provisions. This bill would make nonsubstantive changes to those provisions. (Based on 02/20/2026 text)

**AB 2501 (Lackey, R) Local government.**

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

**Introduced:** 02/20/2026

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



**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)

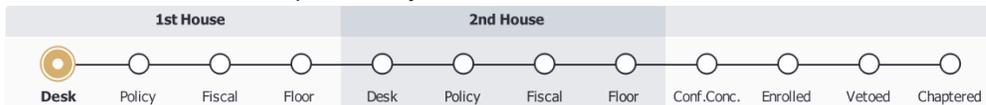
**Priority:** SPOT

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

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

**Introduced:** 02/20/2026

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



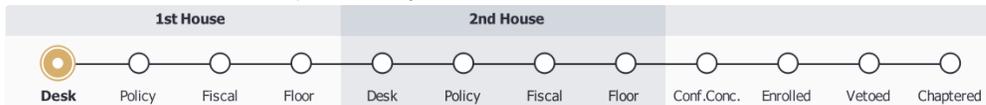
**Summary:** The California Environmental Quality Act (CEQA) a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, current 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. Current law makes those moneys available to the department, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, current law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. Current law makes related findings and declarations. This bill would provide that a contribution to the fund is full and complete mitigation for that portion of the project's significant transportation impact and a legally sufficient mitigation measure under CEQA. The bill would make additional related findings and declarations. (Based on 02/20/2026 text)

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

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

**Introduced:** 02/20/2026

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



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

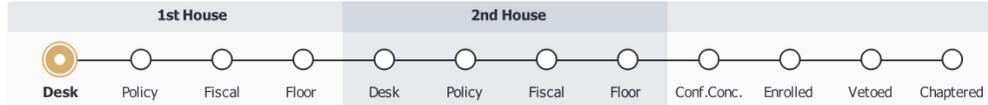
**AB 2653** (Lee, D) Public works projects: ineligible contractors and subcontractors.

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

**Introduced:** 02/20/2026

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

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



**Summary:** Existing law prohibits a public entity from permitting an ineligible contractor or subcontractor to bid on, work on, or be awarded a public works project, and requires that every public works project contain a provision regarding this prohibition. Existing law declares that a contract entered into between a contractor and an ineligible subcontractor is void. This bill would make nonsubstantive changes to those provisions. (Based on 02/20/2026 text)

**Priority:** SPOT

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

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

**Introduced:** 12/02/2024 (Spot bill)

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



**Summary:** Current law requires each city, county, and city and county to revise its housing element according to a specified schedule, as provided. Current law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, and requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. At least 2 years before a scheduled revision of the housing element, as specified, existing law requires each council of governments, or delegate subregion as applicable, to develop, in consultation with the department, a proposed methodology for distributing the existing and projected regional housing need to jurisdictions, as specified. Current law requires that the final allocation plan ensure that the total regional housing need, by income category, determined as specified, is maintained, and that each jurisdiction in the region receive an allocation of units for low- and very low income households. For the 7th and subsequent revisions of the housing element, current law also requires that the allocation to each region include an allocation of units for acutely low and extremely low income households. This bill, until January 1, 2032, would require the council of governments, or delegate subregion, as applicable, in developing the proposed allocation methodology that allocates each jurisdiction's share of the regional housing need for acutely low income housing, to count any newly constructed interim housing, as specified, as meeting the needs of acutely low income households. By imposing additional duties on local governments, this bill would impose a state-mandated local program. (Based on 06/23/2025 text)

**Analysis:**

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

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

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

**Introduced:** 01/15/2025

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



**Summary:** Current law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Current law authorizes a local agency to finance infrastructure projects through various means, including by authorizing a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

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:**

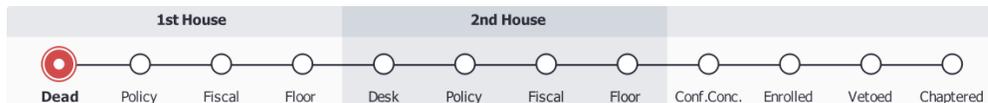
06/30/25 **A Appropriations** (text 04/07/25)

**SB 220 (Allen, D) Los Angeles County Metropolitan Transportation Authority.**

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

**Introduced:** 01/23/2025 (Spot bill)

**Status:** 02/02/2026 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).



**Summary:** Current law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors consisting of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. If the number of members of the board of supervisors is increased, current law requires the authority, within 60 days of the increase, to submit a plan to the Legislature for revising the composition of the authority. At the November 5, 2024, general election, the voters of the County of Los Angeles approved Measure G, which, among other things, amended the charter of the County of Los Angeles to, in 2032, increase the number of members on the board of supervisors from 5 to 9. The bill would require the authority, on or before July 1, 2027, to submit a plan to the Legislature for revising the composition of the authority to account for the amendments described above. (Based on 01/05/2026 text)

**Analysis:**

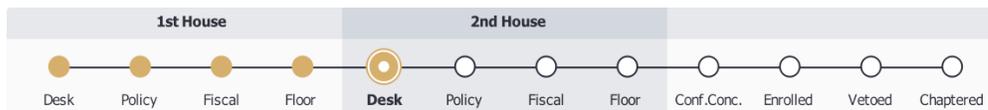
01/09/26 **S Transportation** (text 01/05/26)

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

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

**Introduced:** 01/30/2025

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



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

**Analysis:**

01/23/26 **S Floor Analyses** (text 04/21/25)

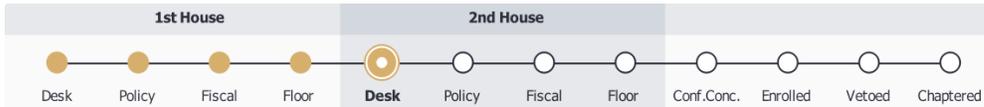
**SB 299 (Cabaldon, D) California Environmental Quality Act: exemption: day care center: family daycare home: zoning.**

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

**Introduced:** 02/10/2025

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

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)



**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law exempts specified projects from CEQA, including a project that consists exclusively of a day care center, as defined, that is not located in a residential area. This bill would exempt from CEQA a project that consists exclusively of a day care center or a family daycare home, as defined, that is located on a parcel of land zoned exclusively for residential use, except as provided. By imposing additional duties on a lead agency to determine the applicability of these exemptions, the bill would impose a state-mandated local program. (Based on 01/14/2026 text)

**Analysis:**

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

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

**Current Text:** 05/23/2025 - Amended [HTML](#) [PDF](#)

**Introduced:** 02/13/2025

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



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

**Analysis:**

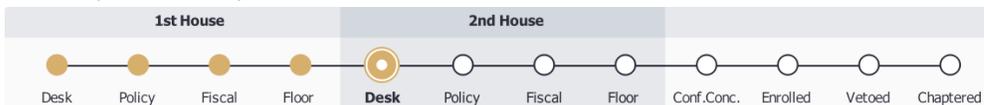
05/27/25 [S Floor Analyses](#) (text 05/23/25)

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

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

**Introduced:** 02/18/2025

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



**Summary:** Under current 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. Current law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 01/22/2026 text)

**Analysis:**

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

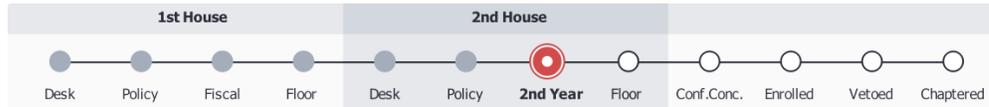
Priority: 1

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

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

**Introduced:** 02/18/2025

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



**Summary:** Current law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Current law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. (Based on 07/17/2025 text)

**Analysis:**

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

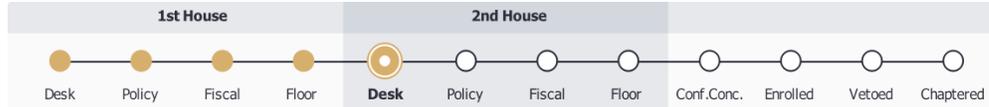
Priority: 1

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

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

**Introduced:** 02/19/2025

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



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

**Analysis:**

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

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

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

**Introduced:** 02/20/2025

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

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)



**Summary:** The Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are met, including that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. This bill would revise NIFTI-2 to instead authorize, for resolutions adopted under that act's provisions on or after January 1, 2026, a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate property tax revenues, and to remove the authorization for adoption of a resolution that allocates revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes. The bill would also repeal the condition that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district (Based on 06/23/2025 text)

**Analysis:**

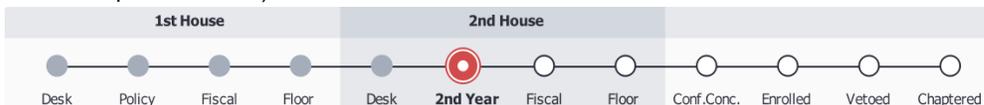
07/15/25 **A Local Government** (text 06/23/25)

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

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

**Introduced:** 02/20/2025

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



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

**Analysis:**

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

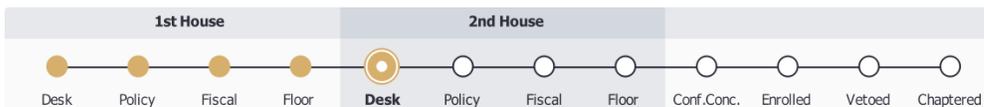
**Priority:** 1

**SB 607** (**Wiener, D**) University of California: California Institutes for Science and Innovation.

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

**Introduced:** 02/20/2025

**Status:** 01/20/2026 - Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



**Summary:** Current law authorizes the Regents of the University of California to establish 4 California Institutes for Science and Innovation at separate campuses of the University of California for specified purposes. Current law authorizes the concentration of each institute to include, among other concentrations, medicine, bioengineering, or space. This bill would explicitly authorize the concentration of an institute to include artificial intelligence. (Based on 01/05/2026 text)

**Analysis:**

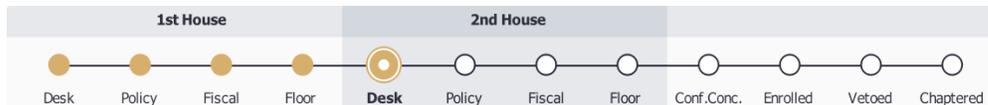
01/15/26 **S Floor Analyses** (text 01/05/26)

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

**Current Text:** 01/08/2026 - Amended [HTML](#) [PDF](#)

**Introduced:** 02/21/2025

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



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

**Analysis:**

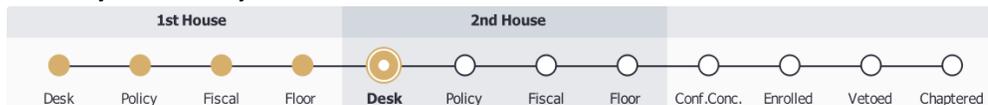
01/21/26 [S Floor Analyses](#) (text 01/08/26)

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

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

**Introduced:** 02/21/2025

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



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

**Analysis:**

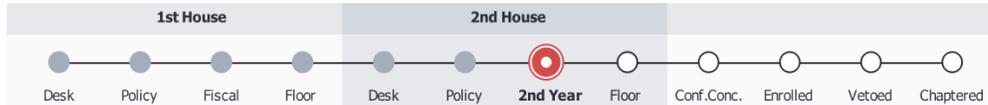
01/21/26 [S Floor Analyses](#) (text 01/15/26)

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

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

**Introduced:** 02/21/2025

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



Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

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

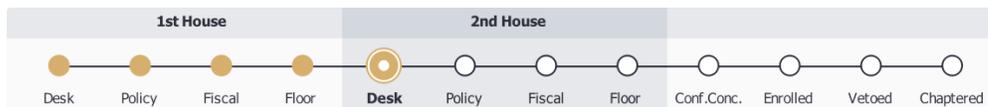
**Analysis:**  
08/18/25 **A Appropriations** (text 07/17/25)

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

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

**Introduced:** 02/21/2025

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



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

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

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

**Current Text:** 01/26/2026 - Amended [HTML](#) [PDF](#)

**Introduced:** 02/21/2025

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



**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. Current law authorizes the agreement to set forth the manner by which the joint powers authority will be exercised. This bill would require that the joint powers authority currently operating as the Sacramento Housing and Redevelopment Agency be restructured, expanded, amended, and renamed as the Sacramento Area Housing and Homelessness Agency, as provided. The bill would require the agency to include the County of Sacramento and qualified local agencies, as specified and defined, and would make the agency the regional authority for prescribed activities, including developing and preserving affordable housing and coordinating and administering homelessness prevention and response services. The bill would require the updated joint powers agreement to provide for a governing board

and an executive director, as specified, and require the Sacramento Local Agency Formation Commission to form and appoint an independent task force to consolidate all entities for purposes of establishing the agency, as provided. The bill would require the agency to adopt a comprehensive strategic plan to address housing and homelessness no later than 3 years from the date the restructured joint powers agreement takes effect. The bill would also require the agency to establish and maintain a standing advisory board, as provided. (Based on 01/26/2026 text)

**Analysis:**

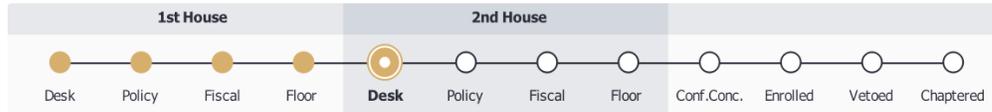
07/15/25 **A Housing And Community Development** (text 06/23/25)

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

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

**Introduced:** 02/21/2025

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



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

**Analysis:**

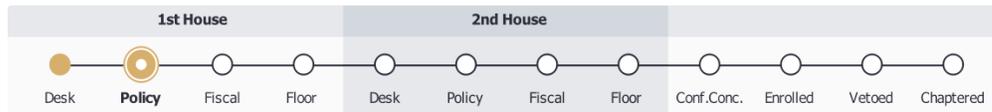
01/23/26 **S Floor Analyses** (text 01/05/26)

**SB 908 (Wiener, D) Housing development: transit-oriented development.**

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

**Introduced:** 01/22/2026

**Status:** 02/11/2026 - Referred to Com. on RLS.



**Summary:** Current law generally regulates the development of transit-oriented housing developments near transit-oriented development stops. Current law defines various terms for these purposes. Current law requires the Department of Housing and Community Development to oversee compliance with those provisions, authorizes a local government to enact an ordinance to make its zoning code consistent with those provisions, as specified, and requires each metropolitan planning organization to create a map of transit-oriented development stops and zones within its region by tier, as specified. This bill would state the intent of the Legislature to enact subsequent legislation that would make technical and clarifying changes to those laws governing transit-oriented development, and to add a select set of San Francisco Bay area ferry terminals to the scope of those provisions. (Based on 01/22/2026 text)

**Priority:** SPOT

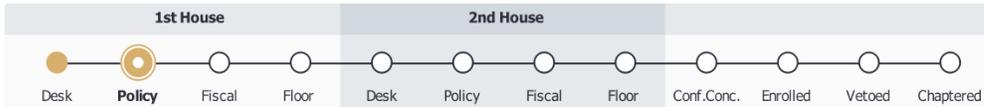
**SB 994 (Cabaldon, D) Local government: nondisclosure agreements.**

**Current Text:** 02/05/2026 - Introduced [HTML](#) [PDF](#)

**Introduced:** 02/05/2026

**Status:** 02/18/2026 - Referred to Coms. on JUD. and L. GOV.

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)



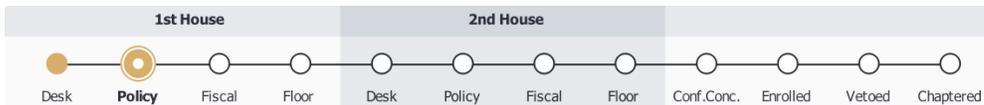
**Summary:** The legislative code of ethics prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Current law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Current law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local government official acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local government officials serving on the same council, board, commission, district, or agency. The bill would require a local government official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local government official also apply to a local government official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. By imposing additional duties on local government officials, the bill would impose a state-mandated local program. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of a local government official to share information with fellow local government officials serving on the same council, board, commission, district, or agency and that is entered into after January 1, 2027, void and unenforceable. (Based on 02/05/2026 text)

**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:** 02/25/2026 - Set for hearing March 18.



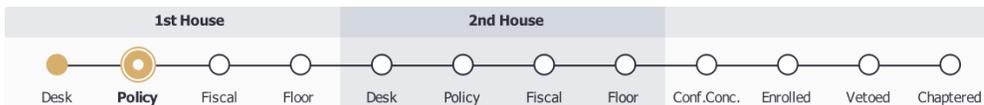
**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that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

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

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

**Introduced:** 02/10/2026 (Spot bill)

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



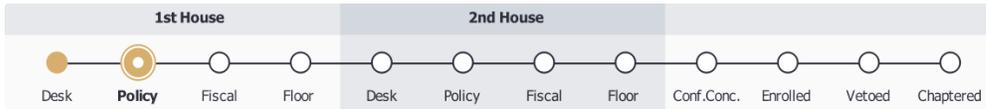
**Summary:** Would state the intent of the Legislature to enact legislation that would impose privacy protection requirements on cities, counties, and entities that use ALPR data and prohibit public agencies from selling or sharing automated license plate recognition (ALPR) information or information in collaboration with private contractors for the purposes of the arrest, imprisonment, detainment, or deportation for immigration enforcement purposes. (Based on 02/10/2026 text)

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

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

**Introduced:** 02/10/2026

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



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

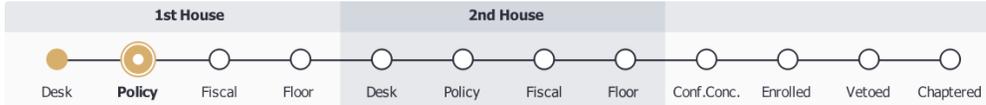
**Priority:** SPOT

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

**Current Text:** 02/13/2026 - Introduced [HTML](#) [PDF](#)

**Introduced:** 02/13/2026

**Status:** 02/17/2026 - From printer. May be acted upon on or after March 16.



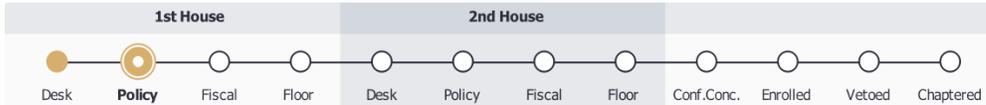
**Summary:** Current law requires the State Air Resources Board to prepare a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden that includes an assessment and identification of those communities. Current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

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

**Current Text:** 02/13/2026 - Introduced [HTML](#) [PDF](#)

**Introduced:** 02/13/2026

**Status:** 02/17/2026 - From printer. May be acted upon on or after March 16.



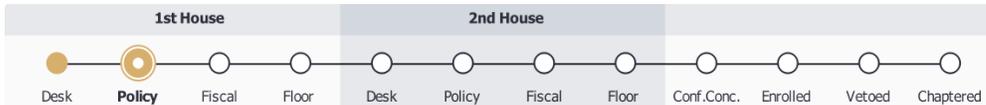
**Summary:** Current law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires a regional transportation plan to include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

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

**Current Text:** 02/13/2026 - Introduced [HTML](#) [PDF](#)

**Introduced:** 02/13/2026

**Status:** 02/17/2026 - From printer. May be acted upon on or after March 16.



**Summary:** Current law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency. 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. Current 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. Current law, upon appropriation, authorizes the department to make either or both loans and grants to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of department-funded housing

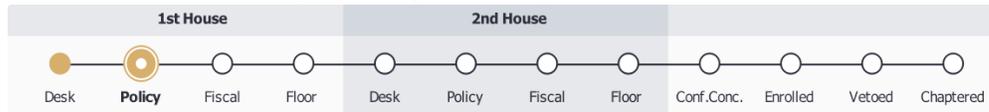
projects that have an affordability restriction that has expired, that have an affordability restriction with a remaining term of less than 10 years, or are otherwise at risk for conversion, as provided. This bill would establish the Community Anti-Displacement and Preservation Program for purposes of funding the acquisition and rehabilitation of unrestricted housing units and attaching long-term affordability restrictions on the housing units, while safeguarding against the displacement of current residents. The bill would require the department to issue a request for qualification to select a private sector entity or consortium to manage the program for a period of 5 years. The bill would require the program manager to make loans to eligible borrowers, as defined, based on underwriting guidelines approved by the department. (Based on 02/13/2026 text)

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

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

**Introduced:** 02/17/2026

**Status:** 02/18/2026 - From printer. May be acted upon on or after March 20.



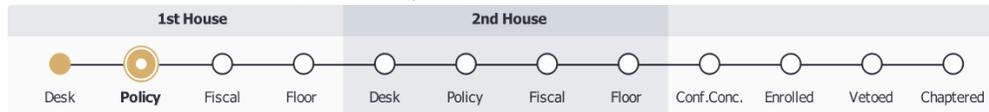
**Summary:** Current law requires revenues attributable to a certain portion of the sales tax on diesel fuel to be continuously appropriated to the Transportation Agency under a program commonly known as the State Rail Assistance Program for allocation to public agencies responsible for state-supported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

**SB 1145 (Grayson, D) Affordable Housing and Sustainable Communities Program.**

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

**Introduced:** 02/18/2026

**Status:** 02/19/2026 - From printer. May be acted upon on or after March 21.



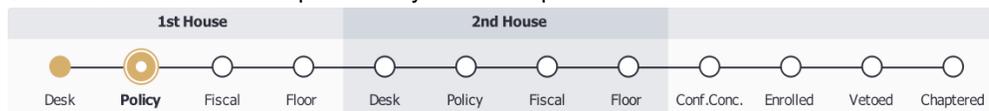
**Summary:** Current law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. Current law requires the council to develop guidelines and selection criteria for the implementation of the program, as specified. This bill would make nonsubstantive changes to the latter provision. (Based on 02/18/2026 text)

**SB 1156 (Caballero, D) County boards of supervisors: county highways.**

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

**Introduced:** 02/18/2026

**Status:** 02/19/2026 - From printer. May be acted upon on or after March 21.



**Summary:** Current law requires the authority conferred upon boards of supervisors by certain state laws relating to county highways to be exercised subject to the limitations and restrictions prescribed by those state laws or by other laws, to be in addition to any other authority elsewhere conferred, and, except as otherwise expressly provided, to be exercised only in relation to highways within their respective counties. This bill would make nonsubstantive changes to these provisions. (Based on 02/18/2026 text)

**Priority:** SPOT

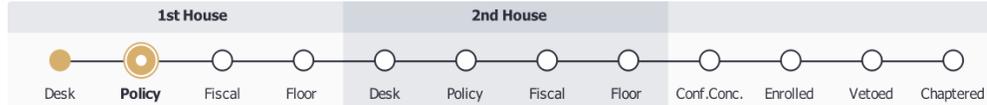
**SB 1170 (Durazo, D) Joint powers agreements: nonprofit housing developers.**

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

**Introduced:** 02/18/2026

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

**Status:** 02/19/2026 - From printer. May be acted upon on or after March 21.



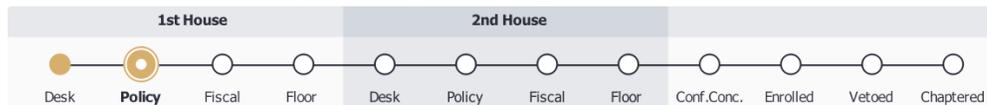
**Summary:** The Joint Exercise of Powers Act authorizes 2 or more public agencies, as defined, to jointly exercise any power common to the contracting parties, as provided. Among other things, that act also authorizes a mutual water company to enter into a joint powers agreement with any public agency 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)

**SB 1177** **(Cortese, D) High-Speed Rail Authority: project update report.**

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

**Introduced:** 02/18/2026

**Status:** 02/19/2026 - From printer. May be acted upon on or after March 21.



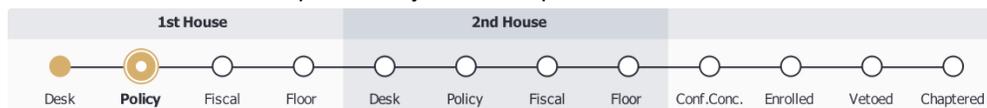
**Summary:** The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Current law requires the authority to biennially provide a project update report to the Legislature on the development and implementation of intercity high-speed train service. Current law requires the project update report to include, among other things, the baseline budget for all project phase costs, by segment or contract, and a comparison of the current and projected work schedule and the baseline schedule contained in the California High-Speed Rail Program Revised 2012 Business Plan. This bill would additionally require the project update report to include (1) an explanation of the assumptions used for financing methods calculations, (2) a comparison of the current and projected work schedule to projected schedules in previous project update reports, (3) an analysis of potential ancillary revenue sources, and (4) a comparison and benchmarking of cost, scope, and timeline to international high-speed rail projects. (Based on 02/18/2026 text)

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

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

**Introduced:** 02/19/2026

**Status:** 02/20/2026 - From printer. May be acted upon on or after March 22.



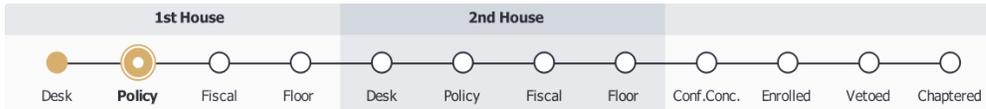
**Summary:** Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law defines "meetings" for these purposes to mean any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

**SB 1213** **(Reyes, D) State highways.**

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

**Introduced:** 02/19/2026

**Status:** 02/20/2026 - From printer. May be acted upon on or after March 22.



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

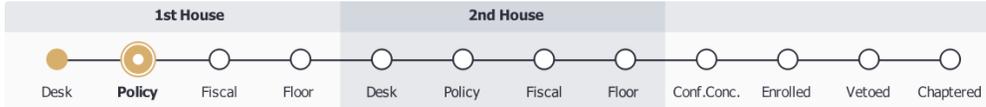
**Priority:** SPOT

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

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

**Introduced:** 02/19/2026

**Status:** 02/20/2026 - From printer. May be acted upon on or after March 22.



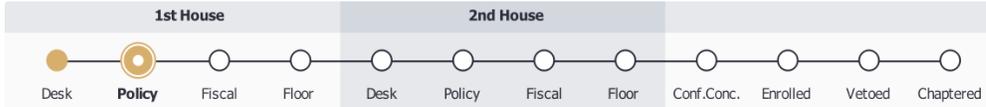
**Summary:** Existing law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system and requires Caltrans to improve and maintain the state highways. Existing law requires Caltrans, in consultation with the California Transportation Commission, to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

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

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

**Introduced:** 02/19/2026

**Status:** 02/20/2026 - From printer. May be acted upon on or after March 22.



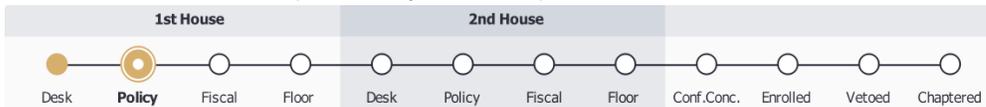
**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment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

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

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

**Introduced:** 02/20/2026

**Status:** 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.



Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

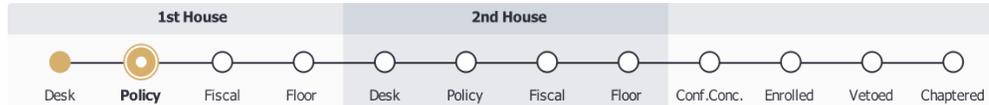
**Summary:** Existing law establishes the Department of Transportation and requires it to improve and maintain the state highways, as provided. This bill would require the department to provide written notice of certain construction or maintenance projects within the right-of-way of a state highway in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

**SB 1324 (Blakespear, D) Passenger and freight rail: LOSSAN Rail Corridor.**

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

**Introduced:** 02/20/2026

**Status:** 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.



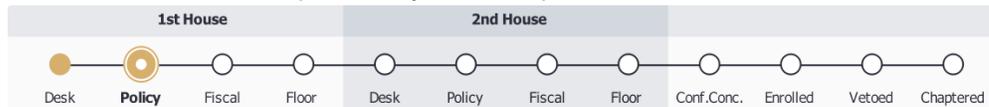
**Summary:** Current law establishes the Department of Transportation in the Transportation Agency. Existing law authorizes the department subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. This bill would state the intent of the Legislature to enact subsequent legislation related to the management and performance of the LOSSAN Rail Corridor. (Based on 02/20/2026 text)

**SB 1382 (Alvarado-Gil, R) Department of Transportation: mountain passes: openings.**

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

**Introduced:** 02/20/2026

**Status:** 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.



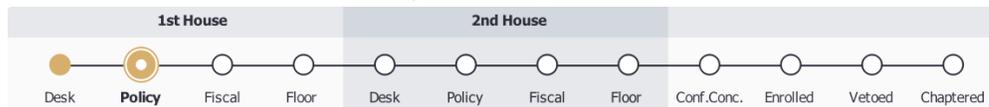
**Summary:** Existing law vests the Department of Transportation with possession and control of all state highways. Existing law requires the department, on or before July 1, 1992, to adopt and implement a deicing policy for state highways, as specified. Existing law specifically requires the department to remove snow from a specified portion of Interstate Route 80, as specified. This bill would require the department to ensure that all mountain passes under its control are open for operation by May 1 of each year. If it is projected that it is not feasible for the department to meet that requirement, the bill would require the department to publish on its internet website a written notice of which mountain passes it will not be able to open, including the documented causes, by April 1 of each year. (Based on 02/20/2026 text)

**SB 1411 (Stern, D) Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.**

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

**Introduced:** 02/20/2026

**Status:** 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.



**Summary:** Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law requires moneys collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes, including a specified portion to the authority for certain purposes. Existing law prohibits the authority from entering into new funding commitments with those moneys for activities outside of the Merced to Bakersfield segment, until June 30, 2030, or when that segment is fully funded, whichever is sooner. Notwithstanding that prohibition, existing law authorizes the authority to enter into new funding commitments outside of the Merced to Bakersfield segment for additional activities, not to cumulatively exceed \$500,000,000, that maximize the efficiency of delivering the project, as specified. This bill would authorize the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for additional activities that

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

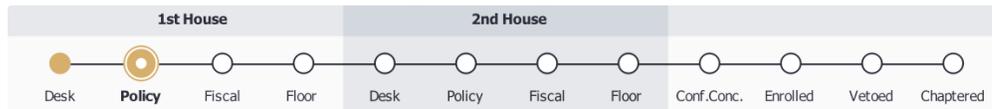
maximize the efficiency of delivering the project, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation. (Based on 02/20/2026 text)

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

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

**Introduced:** 02/20/2026

**Status:** 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.



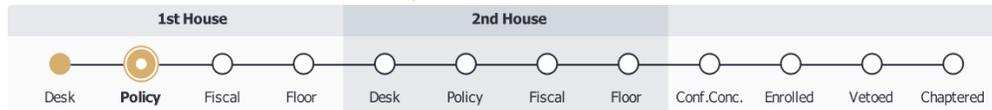
**Summary:** Existing law requires the board of supervisors of each county, following each decennial federal census, and using that census as a basis, to adjust the boundaries of any or all of the supervisorial districts of the county so that the districts are as nearly equal in population as possible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

**SB 1425 (Cortese, D) High-Speed Rail Authority: right-of-way: encroachment permits.**

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

**Introduced:** 02/20/2026

**Status:** 02/23/2026 - From printer. May be acted upon on or after March 23. Read first time.



**Summary:** The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified. This bill would state the intent of the Legislature to enact subsequent legislation to provide the authority with the ability to issue encroachment permits for third-party access to its right-of-way. (Based on 02/20/2026 text)

Total Measures: 105  
Total Tracking Forms: 105

Attachment: SBCTA Bill Report 3-26 (12069 : State Legislative Update)

## *Minute Action*

AGENDA ITEM: 3

***Date:*** *March 11, 2026*

***Subject:***

Federal Legislative Update

***Recommendation:***

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

- Transportation; and
- Council of Governments.

***Background:***

**Fiscal Year 2026 (FY26) Appropriations Process**

Programs funded by the Homeland Security appropriations bill were still in a state of shutdown as of February 26, 2026. Despite some concessions from Republicans, Senate Democrats continue to oppose voting for the bill without changes to immigration enforcement activity. Some House and Senate leaders were quietly testing the waters for a Continuing Resolution that would cover Homeland Security programs until a full bill can be negotiated.

**Fiscal Year 2027 (FY27) Appropriations Process**

House and Senate offices are preparing to receive FY27 appropriations requests, including earmarks, now that most of the FY26 appropriations bills have been enacted. On February 25, 2026, House Appropriations Committee Chairman Tom Cole released guidance for FY27 programmatic, language, and Community Project Funding requests. The guidance indicated that due to high interest and demand in recent years, Community Project Funding requests would be limited to 20 projects per House member. It is anticipated that funding requests for projects will be due in mid-to-late March 2026.

**Federal Better Utilizing Investments to Leverage Development (BUILD) Grant Application**

San Bernardino County Transportation Authority (SBCTA), in partnership with the County of San Bernardino, applied for a Federal BUILD grant for the Route 66 Bridge Replacement Project. The goal of the BUILD program is to fund projects that will have a significant local or regional impact and improve transportation infrastructure.

SBCTA's application seeks \$25 million in funding for critical structural and vital safety improvements to replace 27 bridges on Historic Route 66, now referred to as National Trails Highway. The project will also promote a higher quality of life, increased mobility, and strengthened connectivity for rural desert communities.

BUILD grant awards will be announced by June 28, 2026.

***Financial Impact:***

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

***Reviewed By:***

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

***Responsible Staff:***

Louis Vidaure, Legislative Analyst

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

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Approved  
Legislative Policy Committee  
Date: March 11, 2026  
Witnessed By:

**ADDITIONAL  
INFORMATION**

**LEGISLATIVE POLICY COMMITTEE ATTENDANCE RECORD – 2026**

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

**Communication: Attendance (Additional Information)**

X = member attended meeting. \* = alternate member attended meeting Empty box = Did not attend meeting Crossed out box = not a Board Member at the time. Shaded box = No meeting

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist Board Members and partners as they participate in deliberations at Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. Staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACFR	Annual Comprehensive Financial Report
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATC	San Bernardino County Auditor-Controller/Treasurer/Tax Collector
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CAMP	California Asset Management Program
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission or County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
ERP	Enterprise Resource Planning
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GAAP	Generally Accepted Accounting Principals
GA Dues	General Assessment Dues
GASB	Governmental Accounting Standards Board
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICAP	Indirect Cost Allocation Plan
IIEP	Inland Empire Economic Partnership
IREN	Inland Regional Energy Network
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITOC	Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency

**Acronym List**

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

## Acronym List

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



## MISSION STATEMENT

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

We achieve this by:

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

Approved December 4, 2019