

# Legislative History

## High Priority Bills

Wednesday, June 10, 2026

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
<a href="#">AB 117</a>  <a href="#">Committee on Budget</a>	Chaptered 02/19/2026	Approved by the Governor. Chaptered by Secretary of State - Chapter 6, Statutes of 2026.	<p><b>Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.</b></p> <p>Current law requires the Transportation Agency to evaluate applications for funding under the Transit and Intercity Rail Capital Program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to \$590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the</p>		

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			San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. (Based on 02/19/2026 text)		
<a href="#">AB 334</a> <a href="#">Petrie-Norris</a>	Amended 07/17/2025	Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)	<b>Operators of toll facilities: interoperability programs: vehicle information.</b> 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)		
<a href="#">AB 736</a>	Amended 04/10/2025	From committee: Do pass. (Ayes 5. Noes 0.) (May 14). Read	<b>The Affordable Housing Bond Act of 2026.</b> Would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of	Support and Seek Amendments	Support and Seek Amendments

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<a href="#">Wicks</a>		second time. Ordered to third reading.	\$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)		
<a href="#">AB 902</a> <a href="#">Schultz</a>	Amended 07/10/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)	<b>Transportation projects: barriers to wildlife movement.</b> 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)		
<a href="#">AB 1569</a> <a href="#">Davies</a>	Amended 04/13/2026	Referred to Coms. on ED. and TRANS.	<b>Pupil safety: electric bicycle: safety and training program.</b> Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have		

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			implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments, as specified. (Based on 04/13/2026 text)		
<a href="#">AB 1837</a> <a href="#">González,</a> <a href="#">Mark</a>	Amended 04/23/2026	Referred to Coms. on TRANS. and P., D.T., & C.P.	<b>Video imaging of parking violations.</b> Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for	Support	

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			enforcement of a violation that it has not previously used video imaging to enforce. (Based on 04/23/2026 text)		
<a href="#">AB 1942</a> <a href="#">Bauer-Kahan</a>	Introduced 02/13/2026	Joint Rule 62(a), file notice suspended. In committee: Held under submission.	<p><b>Electric bicycles: registration and special license plates.</b>  Existing law prohibits a person from driving, moving, or leaving standing upon a highway, or in an offstreet public parking facility, any motor vehicle, trailer, semitrailer, pole or pipe dolly, or logging dolly, unless it is registered and the appropriate fees have been paid, except as specified. Existing law requires the Department of Motor Vehicles, upon registering a vehicle, to issue to the owner license plates that identify the vehicles for which they are issued for the period of their validity, as specified. Existing law also requires a motorized bicycle to display a special license plate issued by the department. Existing law authorizes a city or county to adopt a bicycle licensing ordinance or resolution, authorizes the licensing agency, by ordinance or resolution, to adopt rules and regulations for the collection of license fees, as specified, and sets the fee for each new bicycle license and registration certificate at a sum of no more than \$4 per year. Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions. This bill would require class 2 electric bicycles and class 3 electric bicycles to be registered with the department and to display a special license plate issued by the department. The bill would require the department to adopt regulations to implement these requirements, and would make a person operating a class 2 or class 3 electric bicycle in violation of these requirements guilty of an infraction punishable by specified fines. By creating a new crime, the bill would impose a state-mandated local program. (Based on 02/13/2026 text)</p>		
<a href="#">AB 1944</a> <a href="#">Lee</a>	Introduced 02/13/2026	Referred to Com. on TRANS.	<p><b>Zero-emission transit buses: axle weight.</b>  Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds.</p>		

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			Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive. (Based on 02/13/2026 text)		
<a href="#">AB 2168</a> <a href="#">Wicks</a>	Amended 05/18/2026	In Senate. Read first time. To Com. on RLS. for assignment.	<b>Active Transportation Program: guidelines.</b> Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would, on and after January 1, 2028, instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. (Based on 05/18/2026 text)		
<a href="#">AB 2267</a> <a href="#">Garcia</a>	Amended 03/24/2026	5/14/2026 Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/13/2026)	<b>State bridges and overpasses: suicide prevention.</b> Would require the Department of Transportation to additionally develop and maintain, beginning on or before July 1, 2029, a set of preapproved suicide prevention safety-barrier designs that local governments may use to install suicide prevention barriers, as provided. (Based on 03/24/2026 text)		

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<a href="#">AB 2276</a>  <a href="#">Soria</a>	Amended 04/09/2026	5/14/2026 Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/13/2026)	<p><b>Vehicles: active intelligent speed assistance devices.</b></p> <p>Existing law requires, until January 1, 2033, a person who has been convicted on or after January 1, 2019, of driving a motor vehicle at any time when that person’s driving privilege is suspended or revoked as a result of a conviction for driving while under the influence of an alcoholic beverage or any drug, as specified, to install for a period of time, as ordered by the court, an ignition interlock device (IID) on the vehicle they operate. Existing law specifies periods for which a person convicted of one or more prior violations of specified crimes is required to install an IID. A violation of the Vehicle Code is a crime punishable as an infraction, unless otherwise specified. This bill would require the Department of Motor Vehicles to establish, until January 1, 2033, a pilot program in the Counties of Los Angeles, San Diego, Fresno, Santa Clara, Shasta, Kern, and San Bernardino that would impose a similar requirement for persons convicted of specified driving offenses relating to excessive speed, reckless driving, and exhibitions of speed to install for a period of time, as ordered by the court, a certified active intelligent speed assistance device (ISA) on any vehicle the person operates, as specified. The bill would make the installation of an ISA discretionary for a first offender, as specified. The bill would make tampering with the ISA device, as specified, operating a motor vehicle not equipped with a device, or willfully failing to return the device to the vendor upon completion punishable as a misdemeanor. (Based on 04/09/2026 text)</p>		
<a href="#">AB 2296</a>  <a href="#">Papan</a>	Amended 05/18/2026	In Senate. Read first time. To Com. on RLS. for assignment.	<p><b>Planning and zoning: housing element: regional housing needs allocation.</b></p> <p>For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region’s existing and projected need for housing, and requires the appropriate council of governments, or the department for cities and counties without a council of</p>		

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			governments, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law authorizes at least 2 or more cities and a county, or counties, at least 28 months prior to the scheduled housing element revision, to form a subregional entity to allocate the subregion’s existing and projected housing need among its members. If the council of governments does not receive a notification of this formation at least 28 months prior to the update, existing law requires the council of governments to implement specified requirements regarding the regional housing need process. Existing law requires the council of governments to determine the share of regional housing need assigned to each delegate subregion at least 25 months prior to the scheduled revision. This bill would extend the above-described timeline for cities and counties to form a subregional entity to allocate the subregion’s housing need, as provided, from 28 months to 34 months, and the above-described timeline for the council of governments to determine the share of regional housing need assigned to each subregion from 25 months to 31 months, respectively. (Based on 05/18/2026 text)		
<a href="#">AB 2308</a> <a href="#">Haney</a>	Amended 06/03/2026	From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L. GOV.	<b>Redevelopment: successor agency debt: City and County of San Francisco.</b> Existing law dissolved redevelopment agencies and community development agencies as of February 1, 2012, and provides for the designation of successor agencies to, among other things, wind down the affairs of the dissolved redevelopment agencies and make payments due for enforceable obligations. Existing law, among other powers granted to successor agencies generally, additionally vests the successor agency to the former Redevelopment Agency of the City and County of San Francisco with the authority, rights, and powers of that former redevelopment agency solely for the purpose of issuing bonds or incurring other indebtedness, subject to the approval of the oversight board of the successor agency, to finance the construction of affordable housing and infrastructure required by specified development agreements, including the infrastructure		

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			<p>required by the Transbay Implementation Agreement. Under existing law, these bonds and indebtedness are considered indebtedness incurred by the dissolved redevelopment agency secured by moneys deposited in the Redevelopment Property Tax Trust Fund established for that agency. This bill would specify this authority to issue bonds or incur other indebtedness to finance the infrastructure required by the Transbay Implementation Agreement includes entering into arrangements with the Transbay Joint Powers Authority and the City and County of San Francisco to extend the time period for pledges of gross sales proceeds and net tax increments, as specified. (Based on 06/03/2026 text)</p>		
<p><a href="#">AB 2346</a> <a href="#">Wilson</a></p>	<p>Amended 03/26/2026</p>	<p>In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p><b>Vehicles: electric bicycles and speed limits.</b> Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated front lamp and a rear lamp, as specified. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging to be provided to the consumer. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale. (Based on 03/26/2026 text)</p>		
<p><a href="#">AB 2372</a> <a href="#">Hoover</a></p>	<p>Amended 06/04/2026</p>	<p>From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-</p>	<p><b>Vehicles: tolls.</b> Existing law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an</p>		

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		referred to Com. on TRANS.	authorized emergency vehicle, as specified. This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the Department of the California Highway Patrol, as specified. (Based on 06/04/2026 text)		
<a href="#">AB 2508</a>  <a href="#">Hoover</a>	Amended 03/26/2026	In committee: Set, first hearing. Referred to APPR. suspense file.	<p><b>Public Utilities Public Purpose Programs Fund.</b> Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Under existing law, the commission administers, or otherwise oversees, various public purpose programs, including energy efficiency and conservation programs, cost-effective energy efficiency programs, rate assistance programs for eligible food banks, and home insulation financial assistance programs. Under existing law, those programs are generally funded through a charge on electrical service, which is collected through customer rates. This bill would establish the Public Utilities Public Purpose Programs Fund. The bill would require the commission, no later than January 1 of each year, commencing January 1, 2027, to determine and publish the amount necessary to fund certain public purpose programs and programs administered by electrical regional energy networks for the following fiscal year, as provided. The bill would require the Controller to transfer, on July 1 of each fiscal year, from the Greenhouse Gas Reduction Fund to the Public Utilities Public Purpose Programs Fund moneys appropriated by the Legislature for that purpose. The bill would require all moneys in the Public Utilities Public Purpose Programs Fund to be allocated by the commission, upon appropriation by the Legislature, to fund the public purpose programs and programs administered by electrical regional energy networks, as provided. (Based on 03/26/2026 text)</p>		Oppose
<a href="#">AB 2595</a>	Introduced 02/20/2026	Referred to Com. on TRANS.	<p><b>Vehicles: electric bicycles.</b> Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing</p>		

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<a href="#">Papan</a>			law, a “class 1 electric bicycle” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25, except as specified. (Based on 02/20/2026 text)		
<a href="#">SB 417</a> <a href="#">Cabaldon</a>	Amended 01/22/2026	Read second time. Ordered to third reading.	<b>The Affordable Housing Bond Act of 2026.</b> Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Affordable Housing Bond Act of 2026,	Support and Seek Amendments	Support and Seek Amendments

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			<p>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)</p>		
<p><a href="#">SB 677</a> <a href="#">Wiener</a></p>	<p>Amended 01/08/2026</p>	<p>Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.</p>	<p><b>Housing development: transit-oriented development.</b> 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</p>		

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			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)		
<a href="#">SB 715</a>  <a href="#">Allen</a>	Amended 05/01/2025	Failed Deadline pursuant to Rule 61(a)(10). (Last location was H. & C.D. on 6/5/2025)(May be acted upon Jan 2026)	<p><b>Regional housing need: methodology: distribution.</b></p> <p>The Planning and Zoning 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, as provided, and requires the appropriate council of governments or for cities and counties without a council of governments, the department, to adopt a final regional housing need plan allocating a share of the regional housing need to each city, county, or city and county. Current law requires the department to meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region’s housing needs and requires the council of governments to provide data assumptions, including specified information regarding housing availability within the region. Current law requires the council of governments, or delegate subregion as applicable, to develop a proposed methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or subregion, as applicable, that furthers specified objectives. Current law, to the extent that sufficient data is available as provided, requires each council of governments, or delegate subregion as applicable, to consider including specified factors to develop the methodology that allocates regional housing needs, including the loss of units during a state of emergency that was declared by the Governor that have yet to be rebuilt or replaced at the time of the analysis. This bill would remove the requirement that the loss of units factor be considered and instead require those lost units to be distributed proportionally according to the region’s proposed</p>		

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			methodology, as provided, and would prohibit the lost units from solely being distributed to the jurisdictions in which they were lost. (Based on 05/01/2025 text)		
<a href="#">SB 750</a> <a href="#">Cortese</a>	Amended 07/17/2025	August 29 hearing postponed by committee.	<b>California Housing Finance and Credit Act.</b> Existing law, the California Health Facility Construction Loan Insurance Law, establishes an insurance program for health facility construction, improvement, and expansion loans in order to stimulate the flow of private capital into health facilities construction, improvement, and expansion and in order to rationally meet the need for new, expanded, and modernized public and nonprofit health facilities necessary to protect the health of all the people of this state. (Based on 07/17/2025 text)	Support	Support
<a href="#">SB 979</a> <a href="#">Strickland</a>	Introduced 02/04/2026	4/30/2026 Failed Deadline pursuant to Rule 61(b)(6). (Last location was HOUSING on 2/11/2026)	<b>Planning and zoning: housing element: regional housing needs allocation: judicial review.</b> The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, which includes, among other mandatory elements, a housing element. Current law requires the council of governments or delegate subregion, as applicable, to adopt a final regional housing needs plan that allocates a share of the regional housing need to each city, county, or city and county. Current law requires each council of governments and delegate subregion to distribute a draft allocation of regional housing needs to each local government in the region or subregion. Current law authorizes a local government within the region or the delegate subregion or the department to appeal to the council of governments or the delegate subregion for a revision of the share of the regional housing need proposed to be allocated to one or more local governments, as specified. Current law requires the council of governments or the delegate subregion to make a final determination that either accepts, rejects, or modifies each appeal, as provided. This bill would provide that the final determination by the council of governments or the delegate subregion is subject to judicial review, as specified. (Based on 02/04/2026 text)		Oppose

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<a href="#">SB 1013</a> <a href="#">Cervantes</a>	Amended 05/14/2026	Referred to Coms. on TRANS. and P. & C.P.	<p><b>Automated license plate recognition systems.</b>  Existing law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Existing law defines ALPR information as information or data collected through the use of an ALPR system. This bill would provide that “public agency” does not include a transportation agency, a public transit operator, or a local department of transportation or public works department, as specified. The bill would, beginning January 1, 2027, require new, updated, expansions of, or addendums of contractual agreements with ALPR vendors, manufacturers, or suppliers to mandate that no default access is provided to any national ALPR database and that an agency’s collected scans are by default not accessible to any other agency, and would impose new requirements on sharing between California state law enforcement agencies. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense or locating an individual who has been reported as missing to a law enforcement agency. (Based on 05/14/2026 text)</p>		
<a href="#">SB 1087</a> <a href="#">Cabaldon</a>	Amended 04/09/2026	Referred to Coms. on TRANS. and NAT. RES.	<p><b>Transportation planning: sustainable communities strategies: transportation funding programs.</b>  Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law</p>	Sponsor	Sponsor

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. (Based on 04/09/2026 text)		
<a href="#">SB 1136</a> <a href="#">Blakespear</a>	Amended 04/06/2026	5/14/2026 Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 4/27/2026)	<b>Intercity rail and commuter rail: special events service plans: fare system integration.</b> Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. (Based on 04/06/2026 text)		
<a href="#">SB 1167</a> <a href="#">Blakespear</a>	Amended 05/14/2026	Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In	<b>Vehicles: electric bicycles.</b> Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric	Support	

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
		Assembly. Read first time. Held at Desk.	bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. The bill would additionally make a violation of this provision a misleading statement for purposes of unfair competition and false advertising provisions of the Business and Professions Code. (Based on 05/14/2026 text)		
<a href="#">SB 1246</a> <a href="#">Cortese</a>	Amended 05/18/2026	Referred to Coms. on TRANS., C. & C., and JUD.	<b>Autonomous vehicles.</b> This bill would require remote assistants, remote drivers, or local incident technicians, as defined, who monitor, direct, provide input to, advise, supervise, or control commercial autonomous vehicles on a public road in this state, or that provides onsite response to incidents on behalf of an autonomous vehicle operator, be located within the United States and hold a valid California driver's license of the appropriate class with any endorsements required for a human driver to lawfully operate the same vehicle in this state. For autonomous passenger service vehicles, the bill would require the ratio of remote assistants or remote drivers to autonomous passenger service vehicles be 1 to 5 or higher at all times. The bill would require an autonomous vehicle operator to ensure, through its staffing and assignments, that remote drivers or remote assistants are able to immediately respond to all calls and incidents. The bill would require an autonomous vehicle operator to ensure, through its staffing and assignments, that local incident technicians are immediately dispatched upon notification, electronically or otherwise, of an accident involving damage to persons or property, or upon receiving a request from a first responder or 911 dispatch center. The bill would also require that local incident technicians be present at the scene of an incident within 20 minutes of receiving		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			a notification or request no less than 90% of the time. This bill contains other related provisions and other existing laws. (Based on 05/18/2026 text)		
<a href="#">SB 1375</a>  <a href="#">Cortese</a>	Amended 04/16/2026	Referred to Com. on NAT. RES.	<p><b>California Environmental Quality Act: exemption: urban intermodal rail station project.</b></p> <p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program. (Based on 04/16/2026 text)</p>	Support	
<a href="#">SB 1408</a>  <a href="#">Arreguin</a>	Amended 04/14/2026	In Assembly. Read first time. Held at Desk.	<p><b>Contra Costa Transportation Authority: transactions and use tax.</b></p> <p>Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1,</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified. (Based on 04/14/2026 text)		
<a href="#">SB 1411</a>  <a href="#">Stern</a>	Amended 04/16/2026	May 14 hearing: Held in committee and under submission.	<p><b>Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.</b></p> <p>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 certain purposes, including for additional activities, not to cumulatively exceed \$500,000,000, that maximize the efficiency of delivering the project, as specified. This bill would revise and recast that authorization to instead 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 activities related to early works, as defined, and for projects developed through public partnership agreements or public-private partnership agreements, subject to the requirements that those funding commitments maximize the efficiency of delivering the project and do not delay the</p>	Support and Seek Amendments	

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			completion of the Merced to Bakersfield segment, as specified. (Based on 04/16/2026 text)		
<a href="#">SB 1423</a>  <a href="#">Stern</a>	Amended 04/23/2026	Referred to Com. on TRANS.	<p><b>Active Transportation Program: report.</b> Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and requires the guidelines to address, among other things, application timelines and application rating and ranking criteria. This bill would require the commission, on or before January 1, 2028, to conduct a study, and submit a report to the Legislature, on opportunities to improve equity, accessibility, cost-effectiveness, and the ease of application for prospective applicants for the Active Transportation Program, as specified. The bill would repeal these provisions on January 1, 2032. (Based on 04/23/2026 text)</p>		

Measure	Author	Topic	MTC Position	ABAG Position
<a href="#">AB 6</a>	<a href="#">Ward</a>	Residential developments: building standards: review.		
<a href="#">AB 11</a>	<a href="#">Lee</a>	The Social Housing Act.		
<a href="#">AB 33</a>	<a href="#">Aguiar-Curry</a>	Autonomous vehicles.		
<a href="#">AB 35</a>	<a href="#">Alvarez</a>	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Administrative Procedure Act: exemption: program guidelines and selection criteria.		
<a href="#">AB 61</a>	<a href="#">Pacheco</a>	Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.		
<a href="#">AB 90</a>	<a href="#">Jackson</a>	Public postsecondary education: overnight student parking.		
<a href="#">AB 117</a>	<a href="#">Budget Committee</a>	Bay Area Transit Loan		
<a href="#">AB 261</a>	<a href="#">Quirk-Silva</a>	Fire safety: fire hazard severity zones: State Fire Marshal.		
<a href="#">AB 266</a>	<a href="#">Davies</a>	Freeway Service Patrol Act: sponsorship agreement.		
<a href="#">AB 282</a>	<a href="#">Pellerin</a>	Discrimination: housing: source of income.		
<a href="#">AB 306</a>	<a href="#">Schultz</a>	California Building Standards Commission: appeals: code equivalence determinations.		
<a href="#">AB 311</a>	<a href="#">McKinnor</a>	Dwelling units: persons at risk of homelessness.		
<a href="#">AB 317</a>	<a href="#">Jackson</a>	California First Time Homeowner Dream Act.		
<a href="#">AB 334</a>	<a href="#">Petrie-Norris</a>	Operators of toll facilities: interoperability programs: vehicle information.	X	
<a href="#">AB 550</a>	<a href="#">Petrie-Norris</a>	The California Endangered Species Act: take of species: renewable electrical generation facilities.		
<a href="#">AB 557</a>	<a href="#">McKinnor</a>	California Factory-Built Housing Law.		
<a href="#">AB 609</a>	<a href="#">Wicks</a>	California Environmental Quality Act: exemption: housing development projects.		
<a href="#">AB 635</a>	<a href="#">Ahrens</a>	Mobilehome Residency Law Protection Program: Attorney General.		
<a href="#">AB 660</a>	<a href="#">Wilson</a>	Planning and Zoning Law: postentitlement phase permits: Housing Accountability Act.		
<a href="#">AB 698</a>	<a href="#">Wicks</a>	Local taxation: real property transfers.		

Measure	Author	Topic	MTC Position	ABAG Position
<a href="#">AB 736</a>	<a href="#">Wicks</a>	The Affordable Housing Bond Act of 2026.	Support and Seek Amendments	Support and Seek Amendments
<a href="#">AB 750</a>	<a href="#">Quirk-Silva</a>	Department of Housing and Community Development.		
<a href="#">AB 760</a>	<a href="#">Ta</a>	Mobilehome parks: rental restrictions: exemptions: emergencies.		
<a href="#">AB 768</a>	<a href="#">Avila Fariás</a>	Mobilehome parks: rent protections: local rent control.		
<a href="#">AB 782</a>	<a href="#">Quirk-Silva</a>	Unlawfully restrictive covenants: redevelopment of commercial property for residential uses.		
<a href="#">AB 878</a>	<a href="#">Kalra</a>	Victims of abuse or violence: reasonable accommodations.		
<a href="#">AB 891</a>	<a href="#">Zbur</a>	Transportation: Quick-Build Pilot Program.		
<a href="#">AB 902</a>	<a href="#">Schultz</a>	Transportation projects: barriers to wildlife movement.		
<a href="#">AB 906</a>	<a href="#">González, Mark</a>	Planning and zoning: housing elements: affirmatively furthering fair housing.		
<a href="#">AB 913</a>	<a href="#">Rodriguez, Celeste</a>	Housing programs: financing.		
<a href="#">AB 939</a>	<a href="#">Schultz</a>	Housing development: density bonuses: affordability of for-sale units.		
<a href="#">AB 954</a>	<a href="#">Bennett</a>	Interregional transportation strategic plan: bicycle highways.		
<a href="#">AB 956</a>	<a href="#">Quirk-Silva</a>	Accessory dwelling units and junior accessory dwelling units.		
<a href="#">AB 1070</a>	<a href="#">Ward</a>	Residential developments: building standards: review.		
<a href="#">AB 1131</a>	<a href="#">Ta</a>	General plan: annual report: congregate care for the elderly.		
<a href="#">AB 1165</a>	<a href="#">Gipson</a>	California Housing Justice Act of 2025.		
<a href="#">AB 1184</a>	<a href="#">Patterson</a>	Common interest developments: association management and meeting procedures.		
<a href="#">AB 1206</a>	<a href="#">Harabedian</a>	Single-family and multifamily housing units: preapproved plans.		
<a href="#">AB 1229</a>	<a href="#">Schultz</a>	Adult Reentry Grant Program.		
<a href="#">AB 1237</a>	<a href="#">McKinnor</a>	Ticket sellers: event tickets: transit tickets.		
<a href="#">AB 1240</a>	<a href="#">Lee</a>	Single-family residential real property: corporate entity: ownership.		

Measure	Author	Topic	MTC Position	ABAG Position
<a href="#">AB 1244</a>	<a href="#">Wicks</a>	California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.		
<a href="#">AB 1276</a>	<a href="#">Carrillo</a>	Housing developments: ordinances, policies, and standards.		
<a href="#">AB 1294</a>	<a href="#">Haney</a>	Planning and zoning: housing development: standardized application form.		
<a href="#">AB 1381</a>	<a href="#">Muratsuchi</a>	California School Finance Authority: Educational Workforce Housing Revolving Loan Fund.		
<a href="#">AB 1385</a>	<a href="#">Petrie-Norris</a>	Unlawfully restrictive covenants: housing developments: Palisades Fire.		
<a href="#">AB 1421</a>	<a href="#">Wilson</a>	Vehicles: Road Usage Charge Technical Advisory Committee.		
<a href="#">AB 1457</a>	<a href="#">Bryan</a>	General plan: environmental justice element: disadvantaged communities.		
<a href="#">AB 1567</a>	<a href="#">Ta</a>	General plan: annual report: congregate and residential care for the elderly.		
<a href="#">AB 1569</a>	<a href="#">Davies</a>	Pupil safety: electric bicycle: safety and training program.		
<a href="#">AB 1573</a>	<a href="#">Bryan</a>	Land use: housing elements: target population.		
<a href="#">AB 1588</a>	<a href="#">Stefani</a>	Vehicles: Sideshow Accountability and Community Safety Act.		
<a href="#">AB 1599</a>	<a href="#">Ahrens</a>	Public transit: California Transit Stop Registry: transit datasets.		
<a href="#">AB 1608</a>	<a href="#">Wilson</a>	Office of the Inspector General, High-Speed Rail.		
<a href="#">AB 1613</a>	<a href="#">Wilson</a>	Vehicles: off-highway motor vehicle safety.		
<a href="#">AB 1729</a>	<a href="#">Lee</a>	State employment: telework programs.		
<a href="#">AB 1786</a>	<a href="#">Harabedian</a>	Public contracts: best value construction contracting for counties, cities, and the San Gabriel Valley Council of Governments.		
<a href="#">AB 1837</a>	<a href="#">González, Mark</a>	Video imaging of parking violations.	Support	
<a href="#">AB 1883</a>	<a href="#">Bryan</a>	Workplace surveillance tools.		
<a href="#">AB 1898</a>	<a href="#">Schultz</a>	Workplace artificial intelligence tools.		
<a href="#">AB 1919</a>	<a href="#">Pellerin</a>	Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.		

Measure	Author	Topic	MTC Position	ABAG Position
<a href="#">AB 1942</a>	<a href="#">Bauer-Kahan</a>	Electric bicycles: registration and special license plates.		
<a href="#">AB 1944</a>	<a href="#">Lee</a>	Zero-emission transit buses: axle weight.		
<a href="#">AB 1976</a>	<a href="#">Wicks</a>	Streets and highways: pedestrian and bicycle facilities.		
<a href="#">AB 2002</a>	<a href="#">Solache</a>	Local government assistance: Regional Early Action Planning Fund.		
<a href="#">AB 2015</a>	<a href="#">Wicks</a>	Department of Transportation: third-party navigation applications: study and report.		
<a href="#">AB 2027</a>	<a href="#">Ward</a>	Worker data: prohibitions: artificial intelligence.		
<a href="#">AB 2051</a>	<a href="#">Wicks</a>	Public resources: Coastal Resilience Permitting Working Group.		
<a href="#">AB 2059</a>	<a href="#">Wilson</a>	California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.		
<a href="#">AB 2103</a>	<a href="#">Irwin</a>	Office of Data and Innovation: Engaged California Program.		
<a href="#">AB 2168</a>	<a href="#">Wicks</a>	Active Transportation Program: guidelines.		
<a href="#">AB 2182</a>	<a href="#">Irwin</a>	Electrical corporations: Industrial Decarbonization and Energy Efficiency Program.		
<a href="#">AB 2184</a>	<a href="#">Wilson</a>	Cap-and-Invest Program: nature-based climate solutions: funding.		
<a href="#">AB 2185</a>	<a href="#">Quirk-Silva</a>	Housing: multifamily affordable housing programs.		
<a href="#">AB 2193</a>	<a href="#">Ta</a>	Autonomous vehicles.		
<a href="#">AB 2263</a>	<a href="#">Kalra</a>	Santa Clara Valley Transportation Authority: employee housing: transit-oriented joint development projects.		
<a href="#">AB 2276</a>	<a href="#">Soria</a>	Vehicles: active intelligent speed assistance devices.		
<a href="#">AB 2296</a>	<a href="#">Papan</a>	Planning and zoning: housing element: regional housing needs allocation.		
<a href="#">AB 2308</a>	<a href="#">Haney</a>	Redevelopment: successor agency debt: City and County of San Francisco.		
<a href="#">AB 2341</a>	<a href="#">Fong</a>	Local government: emergency response services: use of languages other than English.		

Measure	Author	Topic	MTC Position	ABAG Position
<a href="#">AB 2346</a>	<a href="#">Wilson</a>	Vehicles: electric bicycles and speed limits.		
<a href="#">AB 2351</a>	<a href="#">Bonta</a>	General plan: annual report: shelter beds.		
<a href="#">AB 2372</a>	<a href="#">Hoover</a>	Vehicles: tolls.		
<a href="#">AB 2373</a>	<a href="#">Dixon</a>	The California Coastal Act: local coastal program: sea level rise plan: neighborhood-scale adaptation approach.		
<a href="#">AB 2453</a>	<a href="#">Rodriguez, Michelle</a>	Vehicles: off-highway motor vehicles.		
<a href="#">AB 2463</a>	<a href="#">Petrie-Norris</a>	Public Utilities Commission: rates: returns on equity.		
<a href="#">AB 2484</a>	<a href="#">Alvarez</a>	San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.		
<a href="#">AB 2508</a>	<a href="#">Hoover</a>	Public Utilities Public Purpose Programs Fund.		Oppose
<a href="#">AB 2521</a>	<a href="#">Papan</a>	California Council on Science and Technology: water availability study: Central Valley.		
<a href="#">AB 2543</a>	<a href="#">Ransom</a>	Emergency preparedness: direct-current fast-charging station sites.		
<a href="#">AB 2552</a>	<a href="#">Ávila Farías</a>	California Environmental Quality Act: Transit-Oriented Development Implementation Fund: contributions.		
<a href="#">AB 2560</a>	<a href="#">Schultz</a>	Climate Action Plan for Transportation Infrastructure: goals.		
<a href="#">AB 2576</a>	<a href="#">Harabedian</a>	Transit-oriented development.		
<a href="#">AB 2595</a>	<a href="#">Papan</a>	Vehicles: electric bicycles.		
<a href="#">AB 2656</a>	<a href="#">Petrie-Norris</a>	Public employees: notice: artificial intelligence performing service within scope of work.		
<a href="#">AB 2682</a>	<a href="#">Berman</a>	Transportation network company drivers: labor relations: appeals.		
<a href="#">ABX1 2</a>	<a href="#">Gabriel</a>	Budget Act of 2024.		
<a href="#">ACA 3</a>	<a href="#">Haney</a>	University of California: home down payment loans for support staff.		
<a href="#">ACA 4</a>	<a href="#">Jackson</a>	Homelessness and affordable housing.		
<a href="#">ACA 12</a>	<a href="#">Wallis</a>	Road usage charges: vote and voter approval requirements.		
<a href="#">AJR 22</a>	<a href="#">Arambula</a>	Federal Infrastructure Bank.		

Measure	Author	Topic	MTC Position	ABAG Position
<a href="#">HR 1</a>	<a href="#">Pacheco</a>	Relative to the Standing Rules of the Assembly for the 2025–26 Regular Session.		
<a href="#">HR 26</a>	<a href="#">Boerner</a>	Relative to Bike to School Day.		
<a href="#">SB 10</a>	<a href="#">Padilla</a>	Climate change: plans: gender impacts.		
<a href="#">SB 16</a>	<a href="#">Blakespear</a>	Ending Street Homelessness Act.		
<a href="#">SB 33</a>	<a href="#">Cortese</a>	Public contracts: claim resolution.		
<a href="#">SB 52</a>	<a href="#">Pérez</a>	Housing rental terms: algorithmic devices.		
<a href="#">SB 69</a>	<a href="#">McNerney</a>	Artificial intelligence program: Attorney General.		
<a href="#">SB 117</a>	Committee on Budget and Fiscal Review	Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.		
<a href="#">SB 417</a>	<a href="#">Cabaldon</a>	The Affordable Housing Bond Act of 2026.	Support and Seek Amendments	Support and Seek Amendments
<a href="#">SB 436</a>	<a href="#">Wahab</a>	Unlawful detainer: notice to terminate tenancy.		
<a href="#">SB 445</a>	<a href="#">Wiener</a>	High-speed rail: third-party agreements, permits, and approvals: regulations.		
<a href="#">SB 457</a>	<a href="#">Becker</a>	Housing element compliance: committed assistance: in-kind services: realistic capacity formula.		
<a href="#">SB 492</a>	<a href="#">Menjivar</a>	Youth Housing Bond Act of 2026.		
<a href="#">SB 522</a>	<a href="#">Wahab</a>	Housing: tenant protections.		
<a href="#">SB 545</a>	<a href="#">Cortese</a>	High-speed rail: economic opportunities.		
<a href="#">SB 549</a>	<a href="#">Allen</a>	Local government: Second Neighborhood Infill Finance and Transit Improvements Act: Resilient Rebuilding Authority for the Los Angeles Wildfires.		
<a href="#">SB 569</a>	<a href="#">Blakespear</a>	Department of Transportation: homeless encampments.		
<a href="#">SB 606</a>	<a href="#">Becker</a>	Homeless Housing, Assistance, and Prevention program: reporting requirements: functional zero unsheltered.		
<a href="#">SB 667</a>	<a href="#">Archuleta</a>	Railroads: safety: report.		
<a href="#">SB 677</a>	<a href="#">Wiener</a>	Housing development: transit-oriented development.		
<a href="#">SB 681</a>	<a href="#">Wahab</a>	Housing.		

Measure	Author	Topic	MTC Position	ABAG Position
<a href="#">SB 715</a>	<a href="#">Allen</a>	Regional housing need: methodology: distribution.		
<a href="#">SB 722</a>	<a href="#">Wahab</a>	Transit-oriented housing development: excluded parcels and sites.		
<a href="#">SB 750</a>	<a href="#">Cortese</a>	California Housing Finance and Credit Act.	Support	Support
<a href="#">SB 772</a>	<a href="#">Cabaldon</a>	Infill Infrastructure Grant Program of 2019: applications: eligibility.		
<a href="#">SB 802</a>	<a href="#">Ashby</a>	Housing finance and development: Sacramento Area Housing and Homelessness Agency.		
<a href="#">SB 830</a>	<a href="#">Arreguín</a>	Public Transit Revenue Measure District: revenue measure: election procedures.		
<a href="#">SB 905</a>	<a href="#">Becker</a>	Electricity.		
<a href="#">SB 922</a>	<a href="#">Laird</a>	Vehicles: local agency charges: use of streets or highways.		
<a href="#">SB 967</a>	<a href="#">Blakespear</a>	Planning and zoning: housing element: interim housing units: acutely low income households.		
<a href="#">SB 979</a>	<a href="#">Strickland</a>	Planning and zoning: housing element: regional housing needs allocation: judicial review.		Oppose
<a href="#">SB 1008</a>	<a href="#">Ochoa Bogh</a>	California Environmental Quality Act: exemption: railroad grade crossing closure.		
<a href="#">SB 1013</a>	<a href="#">Cervantes</a>	Automated license plate recognition systems.		
<a href="#">SB 1034</a>	<a href="#">McNerney</a>	Vehicles: special license plates.		
<a href="#">SB 1087</a>	<a href="#">Cabaldon</a>	Transportation planning: sustainable communities strategies: transportation funding programs.	Sponsor	Sponsor
<a href="#">SB 1091</a>	<a href="#">Caballero</a>	Community Anti-Displacement and Preservation Program.		
<a href="#">SB 1136</a>	<a href="#">Blakespear</a>	Intercity rail and commuter rail: special events service plans: fare system integration.		
<a href="#">SB 1166</a>	<a href="#">Arreguín</a>	Alameda-Contra Costa Transit District: employee relations.		
<a href="#">SB 1167</a>	<a href="#">Blakespear</a>	Vehicles: electric bicycles.	Support	
<a href="#">SB 1177</a>	<a href="#">Cortese</a>	High-Speed Rail Authority: project update report.		

Measure	Author	Topic	MTC Position	ABAG Position
<a href="#">SB 1213</a>	<a href="#">Reyes</a>	Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency.		
<a href="#">SB 1246</a>	<a href="#">Cortese</a>	Autonomous vehicles.		
<a href="#">SB 1250</a>	<a href="#">Cortese</a>	State highway system: wildlife connectivity.		
<a href="#">SB 1256</a>	<a href="#">Jones</a>	Subdivision Map Act: action or proceeding.		
<a href="#">SB 1265</a>	<a href="#">Richardson</a>	California Alternative Energy and Advanced Transportation Financing Authority: GoGreen Program.		
<a href="#">SB 1279</a>	<a href="#">Gonzalez</a>	City of Long Beach Pacific Coast Highway speed safety system pilot program.		
<a href="#">SB 1292</a>	<a href="#">Richardson</a>	Enhanced curb management system.		
<a href="#">SB 1324</a>	<a href="#">Blakespear</a>	Passenger and freight rail: LOSSAN Rail Corridor: working group report.		
<a href="#">SB 1361</a>	<a href="#">Durazo</a>	Transit-oriented housing developments: local governments: transit agencies and projects.		
<a href="#">SB 1375</a>	<a href="#">Cortese</a>	California Environmental Quality Act: exemption: urban intermodal rail station project.	Support	
<a href="#">SB 1408</a>	<a href="#">Arreguín</a>	Contra Costa Transportation Authority: transactions and use tax.		
<a href="#">SB 1411</a>	<a href="#">Stern</a>	Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.	Support and Seek Amendments	
<a href="#">SB 1423</a>	<a href="#">Stern</a>	Active Transportation Program: report.		
<a href="#">SB 1425</a>	<a href="#">Cortese</a>	High-Speed Rail Authority: property: right-of-way.		

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC ABAG Legislation Committee**

**2026 Legislative Calendar\***

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**January**

- 1: Statutes take effect
- 5: **Legislature reconvenes**
- 10: Budget must be submitted by Governor
- 16: Last day for **policy committees** to hear and report to fiscal committees **fiscal bills** introduced in their house in the odd-numbered year
- 19: Martin Luther King, Jr. Day observed
- 23: Last day for any committee to hear and report to the **Floor** bills introduced in that house in the odd-numbered year. Last day to **submit bill requests** to the Office of Legislative Counsel.
- 31: Last day for each house to pass bills introduced in that house in the odd- numbered year

**February**

- 16: Presidents' Day
- 20: Last day for bills to be **introduced**

**March**

- 26: **Spring Recess** begins upon adjournment
- 30: Cesar Chavez Day observed.

**April**

- 6: Legislature reconvenes from **Spring Recess**
- 24: Last day for **policy committees** to hear and report to **fiscal committees fiscal bills** introduced in their house

## May

- 1: Last day for **policy committees** to hear and report to the Floor **non-fiscal** bills introduced in their house
- 8: Last day for **policy committees** to meet prior to June 1
- 15: Last day for **fiscal committees** to hear and report to the **Floor** bills introduced in their house. Last day for **fiscal committees** to meet prior to June 1.
- 25: Memorial Day
- 26-29: **Floor session only**. No committees may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 29: Last day for each house to pass bills introduced in that house

## June

- 1: Committee meetings may resume
- 15: **Budget Bill** must be passed by **midnight**
- 25: Last day for a legislative measure to qualify for the Nov. 3 General Election ballot

## July

- 2: Last day for **policy committees** to meet and report bills.  
**Summer Recess** begins upon adjournment, provided Budget Bill has been passed.
- 3: Independence Day observed

## August

- 3: Legislature reconvenes from **Summer Recess**
- 29: Last day for **fiscal committees** to meet and report bills
- 17-31: **Floor session only**. No committees may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 21: Last day to **amend** bills on the Floor
- 31: Last day for each house to pass bills. **Final Recess** begins upon adjournment

## September

- 30: Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in the Governor's possession on or after Sept. 1

**October**

- 2: Bills enacted on or before this date take effect January 1, 2027.

**November**

- 3: General Election.
- 30: Adjournment *sine die* at midnight

**December**

- 7: 2027-28 Regular Session convenes for Organizational Session at 12 noon.

**2027**

- January 1: Statutes take effect

Source: compiled by the Office of the Assembly Chief Clerk (<https://clerk.assembly.ca.gov/>)  
and the Office of the Secretary of The Senate (<https://www.senate.ca.gov/legdeadlines>).

\*Dates are subject to change.

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**California Local & Regional Government Association Bill Position Resources**

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**League of California Cities (“the League”)**

<https://www.calcities.org/advocacy/bill-search>

**California State Association of Counties (CSAC)**

<https://www.counties.org/policy-issues/bill-report/>

**California Association of Councils of Government (CALCOG)**

<https://calcog.org/bill-tracker/>