

Meeting Agenda

Joint MTC ABAG Legislation Committee

Ken Carlson, Chair (ABAG)
Alicia John-Baptiste, Vice Chair (MTC)

Friday, March 13, 2026

11:00 AM

Board Room - 1st Floor

This meeting shall consist of a simultaneous teleconference call at the following location(s):
70 W. Hedding Street, East Wing, 10th Floor, Supervisor Duong's Conference Room, San Jose,
CA 95110

575 Administration Drive, Room 100 A, Santa Rosa, CA 95403 – Supervisor Rabbitt
District Office of Supervisor Mashburn, 675 Texas Street, Suite 6015, Fairfield, CA 94533
San José City Hall, 200 East Santa Clara Street, San Jose, CA 95113, 18th Floor, Conference
Room 1853 - Councilmember Campos

Meeting attendees may opt to attend in person for public comment and observation at 375
Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public
health protocols while in the building. The meeting webcast will be available at
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are
encouraged to participate remotely via Zoom at the following link or phone number. Members
of the public participating by Zoom wishing to speak should use the "raise hand" feature or
dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience,
please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/87270887903>

iPhone One-Tap: US: +16694449171,,87270887903#

Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 872 7088 7903

International numbers available: <https://bayareametro.zoom.us/j/87270887903>

All standing committee meeting agendas may also be accessed on

- MTC's website here: <https://mtc.ca.gov/meetings-events>

- On Legistar here: <https://mtc.legistar.com/Calendar.aspx>

Detailed instructions on participating via Zoom are available here:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at
info@bayareametro.gov by 5:00 p.m. the business day before the scheduled meeting date.
Please include the committee or board meeting name and agenda item number in the subject
line. All comments received will be submitted into the record.

Clerk: Martha Silver

Roster

**Eddie Ahn, Candace Andersen++, Pat Burt, Pamela Campos,
Ken Carlson (Chair), Noelia Corzo, Betty Duong, Pat Eklund, Marilyn Ezzy Ashcraft,
Dorene M. Giacomini*+, Alicia John-Baptiste (Vice Chair), Matt Mahan, Mitch Mashburn,
David Rabbitt, Belia Ramos, Carlos Romero, Wanda Williams, and Vacant (MTC-1)**

***Non-Voting Member**

+Remote per Government Code s. 54953(c).

++Remote per Government Code s. 54953.8.3(c)(4)

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (9).

2. Consent Calendar

- 2a. [26-0179](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the February 13, 2026 Meeting

Action: Committee Approval

Attachments: [2a 26-0179 2026-02-13 Joint MTC ABAG Legislation Committee Meeting](#)

- 2b. [26-0180](#) Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

Action: Information

Presenter: Jadie Moar

Attachments: [2b 26-0180 Handout-March Legislative History.pdf](#)

3. State Legislation

- 3a. [26-0327](#) State Legislative Session Update

Overview of the legislative landscape in Sacramento as it relates to the MTC-ABAG advocacy program.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [3a 26-0327-State Legislative Session Update.pdf](#)

- 3b.** [26-0329](#) Senate Bill 1087 (Cabaldon): Transportation Planning: Sustainable Communities Strategies
- Update on MTC-ABAG’s co-sponsored bill to modernize Senate Bill (SB) 375, the 2008 law that added sustainable communities strategies (SCSs) to regional transportation plans.
- Action:** Information
- Presenter:** Julie Snyder
- Attachments:** [3bi_26-0329_SB_1087_Cabaldon.pdf](#)
[3bii_26-0329_Handout_SB_1087_Sustainable_Communities_Strategies_Model](#)

4. Federal Legislation

- 4a.** [26-0181](#) Washington, D.C. Legislative Update
- Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.
- Action:** Information
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [4ai_26-0181_Handout_MTC_February_2026_Report.pdf](#)
[4aii_26-0181_Handout_DC_Report_Attachment_S_2651_Summary.pdf](#)

5. Public Comment / Other Business

*Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6.*

6. Adjournment / Next Meetings

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, April 10, 2026 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

Metropolitan Transportation Commission

Legislation Text

File #: 26-0179, **Version:** 1

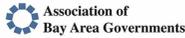
Subject:

Approval of Joint MTC ABAG Legislation Committee Minutes of the February 13, 2026 Meeting

Recommended Action:

Committee Approval

Attachments:



Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes - Draft

Joint MTC ABAG Legislation Committee

Ken Carlson, Chair (ABAG)

Alicia John-Baptiste, Vice Chair (MTC)

Friday, February 13, 2026

9:50 AM

Board Room - 1st Floor

Roster

Eddie Ahn, Candace Andersen, Pat Burt, Pamela Campos, Ken Carlson (Chair), Noelia Corzo, Betty Duong, Pat Eklund, Marilyn Ezzy Ashcraft, Dorene M. Giacopini*+, Alicia John-Baptiste (Vice Chair), Matt Mahan, Mitch Mashburn, David Rabbitt, Belia Ramos, Carlos Romero, Wanda Williams, and Vacant (MTC-1)

***Non-Voting Member**

+Remote per Government Code s. 54953(c).

Chair Ken Carlson called the meeting to order at 11:02 a.m.

Non-Voting Member Present: Committee Member Giacopini

Ex Officio Voting Member Present: Commission Chair Noack

Ad Hoc Non-Voting Member Present: Commissioner Papan

Non-Voting Member Commissioner Giacopini invoked SB 707.

The following noticed remote locations were open to the public: 70 W. Hedding Street, East Wing, 10th Floor, Supervisor Duong’s Conference Room, San Jose, CA 95110; 575 Administration Drive, Room 100A, Santa Rosa, CA 95403; and San José City Hall, 200 East Santa Clara Street, San Jose, CA 95113, 18th Floor, Conference Room 1853

The following individuals participated from noticed remote locations: Member Campos, Member Duong, and Member Rabbitt.

The following individuals participated from an unnoticed remote location. Their participation did not count toward the quorum, and they did not vote on any items: Ex Officio Voting Member Commission Vice Chair Moulton-Peters

Noelia Corzo, Supervisor, County of San Mateo was appointed to the Joint MTC ABAG Legislation Committee to represent MTC effective January 28, 2026.

Alicia John-Baptiste was appointed Vice Chair of the Joint MTC ABAG Legislation Committee effective January 28, 2026.

Ken Carlson was appointed Chair of the Joint MTC ABAG Legislation Committee effective February 13, 2026.

1. Call to Order / Roll Call / Confirm Quorum

- Present:** 14 - Chair Carlson, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Campos, Committee Member Corzo, Committee Member Duong, Committee Member Eklund, Committee Member Ashcraft, Committee Member Mashburn, Committee Member Rabbitt, Committee Member Ramos, Committee Member Romero and Committee Member Williams
- Absent:** 2 - Vice Chair John-Baptiste and Committee Member Mahan

2. Consent Calendar

Upon the motion by Committee Member Andersen and second by Committee Member Romero, the Consent Calendar was unanimously approved. The motion carried by the following vote:

- Aye:** 13 - Chair Carlson, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Campos, Committee Member Corzo, Committee Member Duong, Committee Member Eklund, Committee Member Ashcraft, Committee Member Rabbitt, Committee Member Ramos, Committee Member Romero and Committee Member Williams

- Absent:** 3 - Vice Chair John-Baptiste, Committee Member Mahan and Committee Member Mashburn

- 2a.** [26-0084](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the January 9, 2026 Meeting

Action: Committee Approval

Attachments: [2a 26-0084 2026-01-09 Joint MTC ABAG Legislation Committee Meeting Minutes Draft.pdf](#)

- 2b.** [26-0085](#) Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

Action: Information

Presenter: Julie Snyder

Attachments: [2b 26-0085 Handout-February Legislative History.pdf](#)

2c. [26-0086](#) Washington, D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [2c_26-0086_Handout_MTC_January_2026_Report.pdf](#)

Member Mashburn arrived after the approval of the Consent Calendar.

3. State Legislation**3a.** [26-0104](#) Overview of the Governor's Proposed Fiscal Year 2026-27 State Budget

Update on transportation, housing, and other regional priorities.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [3ai_26-0104_Summary_Sheet_State_Budget_Update.pdf](#)

[3aii_26-0104_Attachment_A_01.15.26_Bay_Area_Caucus_Letter_re_State_Transit_Loan.pdf](#)

[3aiii_26-0104_Handout-Attachment_B_Trailer_Bill_Bay_Area_Transit_Loan.pdf](#)

Aleta Dupree, Team Folds, was called to speak.

Roland Lebrun was called to speak.

Adina Levin was called to speak.

3b. [26-0196](#) Senate Bill (SB) 375 Modernization Legislation

Status update on development of legislation to update SB 375, the 2008 state law that established the requirement for regions to develop sustainable communities strategies.

Action: Information

Presenter: Julie Snyder

Attachments: [3bi_26-0183_Summary_Sheet_SB_375.pdf](#)

[3bii_26-0183_Attachment_A-List_of_Stakeholders.pdf](#)

Adina Levin, Seamless Bay Area, was called to speak.

4. Public Comment / Other Business

Roland Lebrun spoke on this item.

5. Adjournment / Next Meetings

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, March 13, 2026 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.

Chair Ken Carlson adjourned the meeting at 11:47 a.m.

Metropolitan Transportation Commission

Legislation Text

File #: 26-0180, **Version:** 1

Subject:
Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

Presenter:
Jadie Moar

Recommended Action:
Information

Attachments:

Legislation Committee Report

Wednesday, March 11, 2026

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Subject: Climate, Resilience and Environment					
AB 61 Pacheco	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)	Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review. Current law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate’s Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. (Based on 07/10/2025 text)		
AB 1457 Bryan	Amended 08/29/2025	In Senate. Held at Desk.	Wildfires: training: defensible space: inspections. Existing law requires the Director of Forestry and Fire Protection, until January 1, 2026, to establish a statewide program to allow certain persons and entities that have completed specific training developed by the Department of Forestry and Fire Protection for these purposes to support and augment the department in its defensible space and home hardening assessment and education efforts. This bill would extend the operation of the program described above indefinitely, and would require the training, beginning July 1, 2026, to include training consistent with the “Home Ignition Zone/Defensible Space Inspector” course plan. (Based on 05/23/2025 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 2051 Wicks	Introduced 02/18/2026	Referred to Coms. on NAT. RES. and W., P., & W.	<p>Public resources: Coastal Resilience Permitting Working Group. Would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require, on or before April 1, 2027, the California Coastal Commission and the San Francisco Bay Conservation and Development Commission, in collaboration with the Department of Fish and Wildlife and the California Regional Water Quality Boards with jurisdiction over the coast and the San Francisco Bay, to convene a Coastal Resilience Permit Advisory Group to support the deliberations of the Coastal Resilience Permitting Working Group. (Based on 02/18/2026 text)</p>	None	None
AB 2184 Wilson	Introduced 02/19/2026	Referred to Com. on NAT. RES.	<p>Cap-and-Invest Program: nature-based climate solutions: funding. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in regulations the use of a market-based compliance mechanism, known as the California Cap-and-Invest Program, to comply with those regulations. This bill would annually appropriate up to \$300,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to achieve nature-based climate solutions, including \$150,000,000 to be allocated to the Natural Resources Agency to fund nature-based climate solutions, not less than \$50,000,000 to be allocated to the Department of Food and Agriculture to fund nature-based climate solutions in croplands and grasslands, and the remaining amount to be allocated for nature-based climate solutions at the discretion of the Legislature. (Based on 02/19/2026 text)</p>	None	None

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 2373 Dixon	Introduced 02/19/2026	Referred to Com. on NAT. RES.	<p>The California Coastal Act: local coastal program: sea level rise plan: neighborhood-scale adaptation approach.</p> <p>The California Coastal Act of 1976 generally requires each local government lying in whole or in part within the coastal zone to prepare a local coastal program for that portion of the coastal zone within its jurisdiction. Existing law requires local governments lying in whole or in part within the coastal zone to, on or before January 1, 2034, develop a sea level rise plan with specified required content as part of a local coastal program that is subject to approval by the California Coastal Commission. This bill would authorize local governments lying, in whole or in part, within the coastal zone to include a neighborhood-scale adaptation approach, as defined, when including land use policies and implementation measures in their local coastal program or sea level rise plan. (Based on 02/19/2026 text)</p>	None	None
AB 2521 Papan	Introduced 02/20/2026	From printer. May be heard in committee March 23.	<p>San Francisco Bay Conservation and Development Commission.</p> <p>Current law creates the San Francisco Bay Conservation and Development Commission, and prescribes the membership and functions and duties of the commission with regard to regulating development in specified areas along the San Francisco Bay. This bill would make nonsubstantive changes to those provisions prescribing the membership of the commission. (Based on 02/20/2026 text)</p>	None	None

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Subject: Homelessness					
SB 16 Blakespear	Amended 06/23/2025	July 16 hearing postponed by committee.	Ending Street Homelessness Act. 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. 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)		
SB 606 Becker	Amended 07/17/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)	Homeless Housing, Assistance, and Prevention program: reporting requirements: functional zero unsheltered. This bill would enact the Functional Zero Act, which, beginning with the next round of Homeless Housing, Assistance, and Prevention (HHAP) program applications, or when updates to the regionally coordinated homeless action plan are next required to be submitted, would require an applicant to provide information relating to its efforts to address homelessness in its jurisdiction, including an assessment of what would be required for the applicant to achieve and maintain both functional zero, which the bill would define as a milestone indicating a community has measurably solved homelessness, as specified, and functional zero unsheltered, which the bill would define as a necessary milestone in the effort to achieve functional zero indicating that sufficient housing options of all types to accommodate a jurisdiction's unsheltered, chronically homeless population based on its most recent homeless point-in-time count. (Based on 07/17/2025 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Subject: Housing: other					
AB 768 Ávila Fariás	Amended 01/14/2026	Read third time. Passed. Ordered to the Senate. (Ayes 64. Noes 1.) In Senate. Read first time. To Com. on RLS. for assignment.	Mobilehome parks: rent protections: local rent control. The Mobilehome Residency Law governs tenancies in mobilehome parks and includes provisions that are applicable to those who have an ownership interest in a subdivision, cooperative, or condominium for mobilehomes, or a resident-owned mobilehome park, as specified. These provisions set forth the rights of residents and homeowners regarding the use of the property. Current law exempts the rental of certain mobilehome spaces by a homeowner, if the mobilehome space is not the principal residence of the homeowner and the homeowner has not rented the mobilehome to another party, from any ordinance, rule, regulation, or initiative measure adopted by any city, county, or city and county, that establishes a maximum amount that the landlord may charge a tenant for rent, as specified. This bill would, instead, apply that exemption to the rental of a mobilehome space that is not used as permanent housing, as defined, by the homeowner or an approved tenant, except as specified. (Based on 01/14/2026 text)		
AB 913 Rodriguez, Celeste	Introduced 02/19/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/7/2025)(May be acted upon Jan 2026)	Housing programs: financing. The Department of Housing and Community Development is required to administer various programs intended to promote the development of housing, as specified, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. Current law sets forth various general powers of the department in implementing these programs, including authorizing the department to enter into long-term contracts or agreements of up to 30 years for the purpose of servicing loans or grants or enforcing regulatory agreements or other security documents. This bill would authorize the department to take prescribed action, including authorizing 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, and waiving payment of residual receipts or minimum annual loan payments, as provided. (Based on 02/19/2025 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1165 Gipson	Amended 01/22/2026	Read third time. Passed. Ordered to the Senate. (Ayes 54. Noes 12.) In Senate. Read first time. To Com. on RLS. for assignment.	California Housing Justice Act of 2025. Current law establishes the Homeless Housing, Assistance, and Prevention Program administered by the Business, Consumer Services, and Housing Agency for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address homelessness challenges, as specified. Current law also establishes the Department of Housing and Community Development in the agency and makes the department responsible for administering various housing programs throughout the state, including, among others, the Multifamily Housing Program, the Housing for a Healthy California Program, and the California Emergency Solutions Grants Program. This bill would enact the California Housing Justice Act of 2025, which would require the department to create, by January 1, 2028, and in collaboration with specified entities, including local entities, finance plans to solve homelessness and to solve the housing unaffordability crisis, and related statewide performance metrics. (Based on 01/22/2026 text)		
AB 1240 Lee	Amended 06/19/2025	Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 6/18/2025)(May be acted upon Jan 2026)	Single-family residential real property: corporate entity: ownership. Current law provides that real property within the state is governed by the law of this state, except where title is in the United States. Existing law generally regulates the obligations of owners with respect to real property. This bill would prohibit a business entity, as defined, that has an interest in more than 1,000 single-family residential properties from purchasing, acquiring, or otherwise obtaining an ownership interest in another single-family residential property and subsequently leasing the property, as specified. The bill would authorize the Attorney General to bring a civil action for a violation of these provisions, and would require a court in a civil action in which the Attorney General prevails to order specified relief, including that the business entity pay a civil penalty of \$100,000 for each violation and that the business entity sell the property to an independent third party within one year of the date that the court enters judgment. (Based on 06/19/2025 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
ACA 3 Haney	Introduced 01/16/2025	In committee: Hearing postponed by committee.	<p>University of California: home down payment loans for support staff.</p> <p>The California Constitution provides that the University of California constitutes a public trust, and requires the university to be administered by the Regents of the University of California, a corporation in the form of a board, with full powers of organization and government, subject to legislative control only for specified purposes. These provisions grant the regents all the powers necessary or convenient for the effective administration of its trust. This measure would require, on or before January 1, 2027, the regents to extend a portion of the homeownership assistance provided to senior executives and University of California faculty in the Academic Senate to eligible support staff, defined as career employees who have worked for the university for at least 5 years, are first-time homebuyers, and are not supervisors, managers, senior executives, or members of the University of California faculty in the Academic Senate, for the purpose of providing down payment loans, as specified. The measure would require, beginning in the 2027–28 fiscal year, the total number of down payment loans the regents provide to eligible support staff to equal the total number of all housing loans made to senior executives and University of California faculty in the Academic Senate during the 2023–24 fiscal year, and for each fiscal year thereafter, the total number of down payment loans for eligible support staff to equal the total number of housing loans made to senior executives and University of California faculty in the Academic Senate in the preceding fiscal year, except as provided. (Based on 01/16/2025 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 722 Wahab	Amended 01/15/2026	Read third time. Urgency clause adopted. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Transit-oriented housing development: excluded parcels and sites. 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)		
Subject: Housing: planning					
AB 906 González, Mark	Amended 06/23/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 7/2/2025)(May be acted upon Jan 2026)	Planning and zoning: housing elements: affirmatively furthering fair housing. 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)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 956 Quirk-Silva	Amended 03/17/2025	Failed Deadline pursuant to Rule 61(a)(10). (Last location was HOUSING on 6/4/2025)(May be acted upon Jan 2026)	Accessory dwelling units: ministerial approval: single-family dwellings. 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)		
AB 1131 Ta	Amended 04/10/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/14/2025)(May be acted upon Jan 2026)	General plan: annual report: congregate care for the elderly. The Planning and Zoning law requires each planning agency to prepare and the legislative body of each county and city to adopt a comprehensive, long-term general plan containing specified elements, including a housing element. After the legislative body has adopted all or part of a general plan, current law requires the planning agency to provide by April 1 of each year an annual report to various entities that includes specified information. This bill would, for the 7th and each subsequent revision of the housing element, authorize a planning agency to include in that report the number of units approved for congregate care for the elderly, as defined, for up to 15% of a jurisdiction's regional housing need allocation for any income category. (Based on 04/10/2025 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 457 Becker	Amended 01/08/2026	Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	<p>Housing element compliance: committed assistance: in-kind services.</p> <p>The Planning and Zoning Law requires that the housing element of a city or county sets forth a schedule of actions during the planning period that the local government is undertaking or intends to undertake to implement the policies and achieve the goals of the housing element, as provided. Current law authorizes the Department of Housing and Community Development to allow a city or county to substitute the provision of units pursuant to this schedule of actions if the community includes in its housing element a program committing the local government to provide specified units that will be made available through the provision of committed assistance to lower income households at affordable housing costs or rents, as defined. Current law requires a unit to meet specified requirements to qualify for inclusion in the program. Existing law defines “committed assistance” for these purposes to mean that the city or county enters into a legally enforceable agreement during a specified time period that obligates sufficient available funds or other in-kind services to provide the assistance necessary to make the identified units affordable and that requires that the units be made available for occupancy within 2 years of the execution of the agreement. This bill would define “in-kind services” for these purposes. (Based on 01/08/2026 text)</p>		
SB 681 Wahab	Amended 05/23/2025	Failed Deadline pursuant to Rule 61(a)(10). (Last location was H. & C.D. on 6/16/2025)(May be acted upon Jan 2026)	<p>Housing.</p> <p>(1)Existing law, the Planning and Zoning Law, authorizes a local agency to provide for the creation of accessory dwelling units in single-family and multifamily residential zones by ordinance, and sets forth standards the ordinance is required to impose with respect to certain matters, including, among others, maximum unit size, parking, and height standards. Existing law authorizes a local agency to provide by ordinance for the creation of junior accessory dwelling units, as defined, in single-family residential zones and requires the ordinance to include, among other things, standards for the creation of a junior accessory dwelling unit, required deed restrictions, and occupancy requirements. This bill would prohibit fees and other financial requirements from being included in the above-described reasonable restrictions. (Based on 05/23/2025 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 715 Allen	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>Regional housing need: methodology: distribution.</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, 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 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)</p>	Providing technical assistance	Providing technical assistance
<p>Subject: Housing: production and preservation</p>					

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 6 Ward	Amended 05/05/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/14/2025)(May be acted upon Jan 2026)	<p>Residential developments: building standards: review.</p> <p>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). 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)</p>		
AB 11 Lee	Introduced 12/02/2024	Failed Deadline pursuant to Rule 61(a)(10). (Last location was HOUSING on 6/11/2025)(May be acted upon Jan 2026)	<p>The Social Housing Act.</p> <p>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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 306 Schultz	Amended 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.	<p>Building regulations: state building standards.</p> <p>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). 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)</p>		
AB 317 Jackson	Amended 04/29/2025	Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/4/2025)(May be acted upon Jan 2026)	<p>California First Time Homeowner Dream Act.</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. 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.. (Based on 04/29/2025 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 557 McKinnor	Amended 04/24/2025	Failed Deadline pursuant to Rule 61(a)(10). (Last location was HOUSING on 6/11/2025)(May be acted upon Jan 2026)	<p>California Factory-Built Housing Law.</p> <p>The California Factory-Built Housing Law requires all factory-built housing after a specified date that is sold or offered for sale to first users within the state to bear insignia of approval issued by the department, deems that housing to comply with the requirements of all ordinances or regulations enacted by any city, city and county, county, or district that may be applicable to the construction of housing, as specified, and prohibits a city, city and county, county, and district from requiring submittal of plans for any factory-built housing manufactured, or to be manufactured pursuant to these provisions, as specified. Current law requires the department to provide by regulation for the qualification and disqualification of design approval agencies to perform approval of factory-built housing plans and specifications and makes approval by these agencies the equivalent of department approval. This bill would require plans or specifications of factory-built housing approved pursuant to these provisions to be approved by unit serial number and would authorize the approved plans or specifications to be used in subsequent development projects unless building standards relating to factory-built housing are modified, as specified. The bill would require the department and the design approval agencies to limit their review to the portions of a plan or specification that has not already received approval, as specified. (Based on 04/24/2025 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 609 Wicks	Amended 05/05/2025	In Senate. Read first time. To Com. on RLS. for assignment.	<p>California Environmental Quality Act: exemption: housing development projects.</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. 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.. (Based on 05/05/2025 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 660 Wilson	Amended 07/17/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)	<p>Planning and Zoning Law: postentitlement phase permits: Housing Accountability Act.</p> <p>The Planning and Zoning Law requires a local agency, as defined, to compile one or more lists that specify in detail the information required from any applicant for a postentitlement phase permit, as defined. Current law also establishes time limits for completing reviews regarding whether an application for a postentitlement phase permit is complete and compliant, and whether to approve or deny an application. This bill would prohibit the local agency from requiring or requesting more than 2 plan check and specification reviews in connection with an application for a building permit, as part of its review, except as specified. The bill would authorize a local agency to deny an application that is not compliant with the permit standards following 2 plan check and specification reviews. The bill would also authorize an applicant to request additional submittals of applications that are not compliant with the permit standards. The bill, if a local agency finds that a complete application is noncompliant, would prohibit a local agency from requesting or requiring any action or inaction as a result of a building inspection undertaken to assess compliance with the applicable building permit standards that would represent a deviation from a previously approved building plan or similar approval for the building permit, except as specified. (Based on 07/17/2025 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 698 Wicks	Amended 06/02/2025	In Senate. Read first time. To Com. on RLS. for assignment.	<p>Local taxation: real property transfers. 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)</p>		
AB 736 Wicks	Amended 04/10/2025	In Senate. Read first time. To Com. on RLS. for assignment.	<p>The Affordable Housing Bond Act of 2026. 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)</p>	Support and Seek Amendments	Support and Seek Amendments

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1206 Harabedian	Amended 08/18/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)	Single-family and multifamily housing units: preapproved plans. 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. (Based on 08/18/2025 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1244 Wicks	Amended 04/23/2025	Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(May be acted upon Jan 2026)	<p>California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.</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. 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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1276 Carrillo	Amended 07/14/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)	<p>Housing developments: ordinances, policies, and standards.</p> <p>The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project, as defined for purposes of the act, for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. The act provides that for its purposes, a housing development project or emergency shelter shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity. The act requires a housing development project to be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application, as specified, was submitted, except as otherwise provided. The act defines “ordinances, policies, and standards” to include general plan, community plan, specific plan, zoning, design review standards and criteria, subdivision standards and criteria, and any other rules, regulations, requirements, and policies of a local agency, as defined, including those relating to development impact fees, capacity or connection fees or charges, permit or processing fees, and other exactions. This bill would include in the definition of “ordinances, policies, and standards” materials requirements, postentitlement permit standards, and any rules, regulations, determinations, and other requirements adopted or implemented by other public agencies, as defined (Based on 07/14/2025 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1294 Haney	Amended 07/03/2025	Failed Deadline pursuant to Rule 61(a)(10). (Last location was L. GOV. on 6/11/2025)(May be acted upon Jan 2026)	<p>Planning and zoning: housing development: standardized application form.</p> <p>The Permit Streamlining Act, among other things, requires each public agency to provide a development project applicant with a list that specifies the information that will be required from any applicant for a development project. This bill would require that an application for a housing entitlement, as defined, be deemed complete upon payment of the permit processing fees and upon completing specified requirements, when applicable, including, among other things, providing a description of the proposed housing development project and a list of the approvals requested by the applicant to the city, county, or city and county from which approval for the housing entitlement is being sought. The bill would require, on or before July 1, 2026, the Department of Housing and Community Development to adopt a standardized application form that applicants for a housing entitlement may use for the purpose of satisfying these requirements and would require, on or after October 1, 2026, a city, county, or city and county to accept an application submitted on the standardized application form. (Based on 07/03/2025 text)</p>		
AB 1381 Muratsuchi	Amended 05/05/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/7/2025)(May be acted upon Jan 2026)	<p>California School Finance Authority: Educational Workforce Housing Revolving Loan Fund.</p> <p>The California School Finance Authority Act establishes the California School Finance Authority and authorizes the authority to, among other things, issue revenue bonds to finance or refinance educational facility projects for school districts, charter schools, county offices of education, and community college districts. This bill would establish the Educational Workforce Housing Revolving Loan Fund in the State Treasury to be administered by the authority. The bill, upon appropriation, would require moneys in the fund be loaned to local education agencies (LEAs) for the purposes of conducting educational workforce housing predevelopment activities, as defined. (Based on 05/05/2025 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
ACA 4 Jackson	Amended 05/05/2025	In committee: Set, first hearing. Held under submission.	<p>Homelessness and affordable housing. The California Constitution authorizes the development, construction, or acquisition of developments composed of urban or rural dwellings, apartments, or other living accommodations for persons of low income financed in whole or in part by the federal government or a state public body, or to which the federal government or a state public body extends assistance, if a majority of the qualified electors of the city, town, or county in which the housing is proposed to be located approves the project by voting in favor thereof, as specified. This measure, the Housing Opportunities Made Equal (HOME) Act, would create an account in the General Fund into which, beginning in the 2027–28 fiscal year, and each fiscal year thereafter until September 30, 2036, a sum would be transferred from the General Fund equal to or greater than 5% of the estimated amount of General Fund revenues for that fiscal year, as specified. The measure would require the moneys in the account to be appropriated by the Legislature to the Business, Consumer Services, and Housing Agency, and would authorize that agency to expend the moneys to fund prescribed matters related to homelessness and affordable housing, including housing and services to prevent and end homelessness. (Based on 05/05/2025 text)</p>		
SB 417 Cabaldon	Amended 01/22/2026	Read third time. Urgency clause adopted. Passed. (Ayes 30. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	<p>The Affordable Housing Bond Act of 2026. 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)</p>	Support and Seek Amendments	Support and Seek Amendments

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 492 Menjivar	Amended 01/22/2026	Read third time. Urgency clause adopted. Passed. (Ayes 30. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	<p>Youth Housing Bond Act of 2026.</p> <p>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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 549 Allen	Amended 06/23/2025	Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV on 9/10/2025)(May be acted upon Jan 2026)	<p>Local government: Second Neighborhood Infill Finance and Transit Improvements Act: Resilient Rebuilding Authority for the Los Angeles Wildfires.</p> <p>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)</p>		
SB 607 Wiener	Amended 01/05/2026	Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	<p>University of California: California Institutes for Science and Innovation.</p> <p>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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 677 Wiener	Amended 01/08/2026	Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	<p>Housing development: transit-oriented development.</p> <p>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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 750 Cortese	Amended 07/17/2025	August 29 hearing postponed by committee.	California Housing Finance and Credit Act. 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
SB 772 Cabaldon	Amended 07/17/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)	Infill Infrastructure Grant Program of 2019: applications: eligibility. 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)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Subject: Housing: protection					
AB 282 Pellerin	Amended 07/17/2025	Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/8/2025)(May be acted upon Jan 2026)	Discrimination: housing: source of income. The California Fair Employment and Housing Act (FEHA) makes unlawful various practices connected to obtaining and financing housing accommodations, among other things, if those practices discriminate based on source of income. FEHA requires the Civil Rights Department to enforce specific provisions of the act, including the provision described above. This bill would provide that the establishment by a public agency or a similar entity, as specified, of policies or preferences in favor of an applicant or tenant who qualifies for or participates in federal, state, or local housing subsidy programs, as specified, does not constitute discrimination based on source of income for purposes of the above-described provisions of FEHA. (Based on 07/17/2025 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 311 McKinnor	Introduced 01/23/2025	Referred to Com. on JUD.	<p>Dwelling units: persons at risk of homelessness. Prior law, until January 1, 2024, authorized a tenant to temporarily permit the occupancy of their dwelling unit by a person who is at risk of homelessness, as defined, regardless of the terms of the lease or rental agreement, with the written approval of the owner or landlord of the property, and subject to extension under certain circumstances. Prior law further authorized an owner or landlord to adjust the rent payable under the lease during the time the person who is at risk of homelessness is occupying the dwelling unit, as compensation for the occupancy of that person, and required the terms regarding the rent payable in those circumstances to be agreed to in writing by the owner or landlord and the tenant. This bill, until January 1, 2031, would reinstate the above-described provisions, and would include certain new provisions regarding occupancy. The bill would additionally define “person at risk of homelessness” to include any person who is displaced from their residence as a result of a disaster in a disaster-stricken area in which a state of emergency has been proclaimed by the Governor. The bill, among other things, would permit a tenant, with written approval of the owner or landlord, to temporarily permit the occupancy of their dwelling unit by a person who is at risk of homelessness and one or more common household pets owned or otherwise maintained by the person. (Based on 01/23/2025 text)</p>		
SB 381 Wahab	Amended 01/22/2026	Read third time. Passed. (Ayes 35. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	<p>Vital records: adoptees’ birth certificates. Current law prohibits an agency from disclosing personal information that would link the information to the individual unless, among other things, the information is provided to a governmental entity by law, or the disclosure is to the individual to whom the information pertains. Current law makes vital records related to adoptions, other than a newly issued birth certificate, available only upon the order of the superior court of the county of residence of the adopted child or of the county granting the order of adoption. This bill would authorize, beginning on July 1, 2028, the disclosure of an original birth certificate, as defined, to an adopted person, or descendant, as defined, of a deceased adopted person, would require the State Registrar to provide a copy of the original birth certificate to those persons, and would establish a process to request an original birth certificate, as specified. (Based on 01/22/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 436 Wahab	Amended 06/18/2025	Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 6/9/2025)(May be acted upon Jan 2026)	<p>Unlawful detainer: notice to terminate tenancy.</p> <p>Current law prescribes summary procedures for actions to obtain possession of real property. Existing law authorizes a landlord to serve a notice of termination of tenancy on a tenant who is in default in the payment of rent. The notice must permit the tenant at least 3 days, excluding weekends and judicial holidays, to pay the amount that is in default and due. If the tenant does not pay the amount stated in the 3-day notice to pay rent or quit after its expiration, the landlord may file a complaint for unlawful detainer against the tenant to obtain possession of the premises. This bill would extend the notice period described above, to terminate a tenancy on a tenant who is in default in the payment of rent, to permit the tenant at least 14 days, excluding weekends and judicial holidays, to pay the amount that is in default and due. (Based on 06/18/2025 text)</p>		
SB 522 Wahab	Amended 09/03/2025	Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/10/2025)(May be acted upon Jan 2026)	<p>Housing: tenant protections.</p> <p>Current law governs the hiring of residential dwelling units. The Tenant Protection Act of 2019 prohibits, until January 1, 2030, an owner of residential real property from terminating the tenancy of certain tenants without just cause, either at-fault or no-fault of the tenant. The act exempts certain types of residential real properties from that prohibition, including, among others, housing that has been issued a certificate of occupancy within the previous 15 years. This bill would exclude housing built to replace a previous housing unit that was subject to the Tenant Protection Act of 2019, was substantially damaged or destroyed by a disaster, as defined, and was issued a certificate of occupancy before that housing unit was substantially damaged or destroyed, from the above-described exemption from the just cause requirements. (Based on 09/03/2025 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Subject: Other					
AB 261 Quirk-Silva	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)	Fire safety: fire hazard severity zones: State Fire Marshal. 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. 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)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 266 Davies	Amended 06/02/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 6/30/2025)(May be acted upon Jan 2026)	Freeway Service Patrol Act: sponsorship agreement. 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)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1070 Ward	Amended 01/05/2026	In Senate. Read first time. To Com. on RLS. for assignment.	<p>Residential developments: building standards: review.</p> <p>The California Building Standards Law, establishes the California Building Standards 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. 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) 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, 2027, to research and consider identifying and recommending amendments to state building standards allowing residential developments of between 3 and 10 units to be built under the requirements of the California Residential Code, as specified. The bill would require the department, no later than December 31, 2028, to provide a one-time report of its findings to the Legislature in the annual report described above. (Based on 01/05/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1608 Wilson	Amended 03/10/2026	From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.	<p>Office of the Inspector General, High-Speed Rail. Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law creates the High-Speed Rail Authority Office of the Inspector General and authorizes the High-Speed Rail Authority 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. Existing law authorizes the Inspector General to select, appoint, and employ officers and employees necessary to carry out the functions of the office, as specified. This bill would rename the office as the Office of the Inspector General, High-Speed Rail and revise the title of the Inspector General as the Inspector General of the High-Speed Rail. This bill would authorize the Inspector General to adopt and make use of the classifications, associated salary ranges, and other forms of compensation established or otherwise used by other state agencies identified by the Inspector General as performing comparable oversight work, as specified. (Based on 03/10/2026 text)</p>		
AB 1942 Bauer-Kahan	Introduced 02/13/2026	Referred to Com. on TRANS.	<p>Electric bicycles: registration and special license plates. Current 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. Current 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. (Based on 02/13/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 2453 Rodriguez, Michelle	Introduced 02/20/2026	From printer. May be heard in committee March 23.	Vehicles: recreational off-highway vehicles. Current law regulates the operation of recreational off-highway vehicles on lands, other than a highway, that are open and accessible to the public. Current law, among other things, prohibits a person from operating a recreational off-highway vehicle on lands with a passenger, unless the passenger, while seated upright with their back against the seatback, can grasp the occupant handhold with the seatbelt and shoulder belt or safety harness properly fastened. This bill would exempt from these requirements peace officers or first responders operating a recreational off-highway vehicle in the course of their duties. (Based on 02/20/2026 text)		
Subject: Plan Bay Area 2050 Implementation					
AB 954 Bennett	Amended 06/30/2025	Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 8/29/2025)(May be acted upon Jan 2026)	Interregional transportation strategic plan: bicycle highways. 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)		
AB 1557 Papan	Introduced 01/08/2026	Referred to Com. on TRANS.	Vehicles: electric bicycles. Current 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. This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor that is not capable of exceeding 750 watts of peak power. (Based on 01/08/2026 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1588 Stefani	Introduced 01/15/2026	From printer. May be heard in committee February 15.	<p>Vehicles: sideshow enhancements. Current law prohibits a person from engaging in, aiding, or abetting, a motor vehicle speed contest or motor vehicle exhibition of speed on a highway or in an offstreet parking facility. A violation of these provisions is punishable as a misdemeanor or felony, as specified. This bill would make technical, nonsubstantive changes to these provisions. (Based on 01/15/2026 text)</p>		
AB 1613 Wilson	Introduced 01/21/2026	Referred to Coms. on TRANS. and W., P., & W.	<p>Vehicles: off-highway vehicle safety. The Off-Highway Motor Vehicle Recreation Act of 2003 creates the Off-Highway Motor Vehicle Recreation Commission and the Division of Off-Highway Motor Vehicle Recreation within the Department of Parks and Recreation.. This bill would establish the California Off-Highway Vehicle Safety and Stewardship Program. The bill would require the division, in conjunction with the Department of Parks and Recreation, to convene a stakeholder group to develop an off-highway vehicle safety and stewardship course on or before June 30, 2027, as specified. The bill would require the stakeholder group to prepare and submit a consensus report on recommendations on what to include in the course to the deputy director of the division on or before May 1, 2028. The bill would require the division to develop and implement the California Off-Highway Vehicle Safety and Stewardship Course on or before January 1, 2029, based on the stakeholder group’s report. The bill would require the course to cover specified topics, including principles of safe operation and the use of appropriate safety gear. The bill would authorize the division to contract with outside vendors to develop the course and to offer the course online, as specified. (Based on 01/21/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1783 DeMaio	Introduced 02/09/2026	From printer. May be heard in committee March 12.	Additional local taxes: vehicle miles traveled tax. 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 2015 Wicks	Introduced 02/17/2026	From printer. May be heard in committee March 20.	Speed laws. Current law generally prohibits a person from driving a vehicle upon a highway at a speed greater than 65 miles per hour. Current law prohibits a person driving a vehicle upon a 2-lane, undivided highway at a speed greater than 55 miles per hour unless a higher speed has been posted by the Department of Transportation. This bill would make technical, nonsubstantive changes to those provisions. (Based on 02/17/2026 text)		
AB 2168 Wicks	Introduced 02/18/2026	From printer. May be heard in committee March 21.	Pedestrian Mall Law of 1960. The Pedestrian Mall Law of 1960 authorizes the legislative body of a city to, among other things, establish pedestrian malls and to prohibit, in whole or in part, vehicular traffic on a pedestrian mall. This bill would make nonsubstantive changes to the provision naming the law. (Based on 02/18/2026 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 2193 Ta	Introduced 02/19/2026	Referred to Coms. on TRANS. and C. & C.	<p>Autonomous vehicles. Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Current law requires the department to adopt regulations setting forth requirements for the submission and approval of an application, including, among other things, any testing, equipment, and performance standards the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, as specified. Current law authorizes peace officers, as defined, to issue notices of autonomous vehicle noncompliance upon observing an alleged violation of the Vehicle Code or upon observing an alleged violation of a local traffic ordinance adopted pursuant to the Vehicle Code by an autonomous vehicle while the autonomous technology is engaged. This bill would additionally require that if an autonomous vehicle commits a traffic violation pursuant to the Vehicle Code, the traffic citation be issued to the registered owner of the autonomous vehicle if the autonomous vehicle does not have a person in the driver's seat. (Based on 02/19/2026 text)</p>		
AB 2267 Garcia	Introduced 02/19/2026	Referred to Com. on TRANS.	<p>State bridges and overpasses: suicide prevention. 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)</p>	None	None

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 2276 Soria	Introduced 02/19/2026	From printer. May be heard in committee March 22.	<p>Vehicles: active intelligent speed assistance devices.</p> <p>Current law requires, until January 1, 2033, a person who has been convicted on or after January 1, 2019, of driving a motor vehicle under the influence of an alcoholic beverage, as specified, to install for a period of time, as ordered by the court, an ignition interlock device (IID) on the vehicle they operate. Installation of an IID is discretionary for a first offender, as specified. Current law also requires persons convicted of driving under the influence of a drug to install an IID. Current law specifies periods for which a person convicted of one or more prior driving-under-the-influence violations is required to install an IID, as specified. 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, 2034, a pilot program 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 similarly 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 without the device, or failing to return the device to the vendor upon completion punishable as a misdemeanor. The bill would also extend the required term the ISA needs to be installed by 120 days for a violation of these provisions. (Based on 02/19/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 2284 Dixon	Introduced 02/19/2026	Referred to Com. on TRANS.	Vehicles: electric bicycles. Current law requires the Department of the California Highway Patrol to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles, as defined, including, but not limited to, general electric bicycle riding safety, emergency maneuver skills, rules of the road, and laws pertaining to electric bicycles. This bill would require, on or before June 1, 2027, the department, in partnership with biking nonprofit groups, to compile a list of electric bicycles and electric bicycle products that do not comply with statutory and regulatory requirements for the labeling or advertising of electric bicycles or electric bicycle products. The bill would require the department to make the list available on its internet website and to update the list and internet website, when necessary. (Based on 02/19/2026 text)		
AB 2341 Fong	Introduced 02/19/2026	From printer. May be heard in committee March 22.	Surplus land: transit stops. 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)		
AB 2346 Wilson	Introduced 02/19/2026	Referred to Coms. on TRANS. and JUD.	Vehicles: electric bicycles and speed limits. Current 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. (Based on 02/19/2026 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 2543 Ransom	Introduced 02/20/2026	From printer. May be heard in committee March 23.	Emergency preparedness: electric vehicle charging infrastructure. Would state that it is the intent of the Legislature to enact legislation that ensures California’s electric vehicle charging infrastructure will remain operational during a disaster. (Based on 02/20/2026 text)	None	None
AB 2560 Schultz	Introduced 02/20/2026	Referred to Com. on TRANS.	Climate Action Plan for Transportation Infrastructure: goals. 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)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 2595 Papan	Introduced 02/20/2026	Referred to Com. on TRANS.	<p>Vehicles: electric bicycles.</p> <p>Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing 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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
ACA 12 Wallis	Introduced 03/26/2025	From printer. May be heard in committee April 26.	<p>Road usage charges: vote and voter approval requirements. The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a “tax” as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement. (Based on 03/26/2025 text)</p>		
SB 445 Wiener	Amended 07/17/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)	<p>High-speed rail: third-party agreements, permits, and approvals: regulations. 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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 956 Choi	Amended 03/09/2026	From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.	<p>Vehicles: electric bicycles.</p> <p>Under existing law, a person riding an electric bicycle is subject to the laws pertaining to the operation of a bicycle upon a highway. For these purposes, 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, as specified. Existing law states that these provisions do not prevent local authorities, by ordinance, from regulating the registration of bicycles and the parking and operation of bicycles on pedestrian or bicycle facilities, provided such regulation is not in conflict with the Vehicle Code. Existing law prohibits a motorized bicycle from operating on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, except as specified. Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle and prohibits a person or passenger from operating or riding upon a class 3 electric bicycle unless the person is wearing a properly fitted and fastened bicycle helmet that meets certain standards. This bill would exempt a person riding an electric bicycle from the laws pertaining to the operation of a bicycle if the exemption is from a local ordinance. The bill would authorize a city, county, or city and county to adopt and enforce local ordinances regulating the operation, registration, speed limits, and equipment requirements for electric bicycles consistent with general safety and public welfare, including imposing, among other things, speed limits, age requirements, and equipment standards, including, but not limited to, helmet and safety equipment requirements for electric bicycles. (Based on 03/09/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1167 Blakespear	Introduced 02/18/2026	Referred to Coms. on TRANS. and N.R. & W.	<p>Vehicles: electric bicycles. Current 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. Current law classifies electric 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. Current 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 false advertising provisions of the Business and Professions Code. (Based on 02/18/2026 text)</p>		
SB 1246 Cortese	Introduced 02/19/2026	Referred to Com. on TRANS.	<p>Autonomous vehicles. Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires that the application contain, at a minimum, specified certifications, including a certification by the manufacturer that the autonomous technology satisfies specified requirements, including that the autonomous vehicle has a separate mechanism to capture and store the autonomous technology sensor data for at least 30 seconds before a collision occurs between the autonomous vehicle and another vehicle, object, or person while operating in autonomous mode. Existing law requires the department to hold public hearings on the adoption of regulations applicable to the operation of an autonomous vehicle without the presence of a driver inside the vehicle. This bill would, instead, require the separate mechanism to capture and store autonomous technology sensor data for at least 45 seconds before and after, whenever feasible, a collision. This bill would allow the department to hold public hearings on the adoption of the above regulations both online and in person. (Based on 02/19/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1279 Gonzalez	Introduced 02/20/2026	Referred to Coms. on TRANS. and P., D.T., & C.P.	<p>City of Long Beach Pacific Coast Highway speed safety system pilot program.</p> <p>Current law authorizes, until January 1, 2032, the City of Long Beach (city), among others, to establish a program for speed enforcement that utilizes a speed safety system if the system meets specified requirements. Existing law requires the city to adopt a Speed Safety System Use Policy that sets forth, among other things, the specific purpose for the system. Existing law requires the city to adopt a Speed Safety System Impact Report that, among other things, includes the locations where the systems may be deployed. Existing law requires the policy and report to be made available for public review, as specified. This bill would authorize, until January 1, 2036, the City of Long Beach to establish a similar program for speed enforcement that utilizes up to 6 speed safety systems on the Pacific Coast Highway. The bill would require the city to adhere to the Speed Safety System Use Policy mentioned above, and would require the city to approve an addendum to its existing Speed Safety System Impact Report before implementing the program. The bill would require the policy and the addendum to be made available for public review, as specified. (Based on 02/20/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Subject: Regional Planning: SCS Updates					
AB 902 Schultz	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)	Transportation projects: barriers to wildlife movement. 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)	Providing technical assistance	None
SB 1087 Cabaldon	Introduced 02/13/2026	Set for hearing April 8.	Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants. 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)	Sponsor	Sponsor

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Subject: Transit Transformation & Transit Improvements					
AB 1599 Ahrens	Introduced 01/16/2026	Referred to Com. on TRANS.	Public transit: California Transit Stop Registry: transit datasets. 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)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1837 González, Mark	Introduced 02/11/2026	Referred to Coms. on TRANS. and P. & C.P.	<p>Video imaging of parking violations.</p> <p>Current 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. Current 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. Current 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. Current law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Current 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 indefinitely and would expand the types of violations to include stopping or parking on the roadway side of a vehicle stopped, parked, or standing, as specified, or unlawfully stopping or parking in a bikeway. 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 enforcement of a violation that it has not previously used video imaging to enforce. (Based on 02/11/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1944 Lee	Introduced 02/13/2026	Referred to Com. on TRANS.	<p>Zero-emission transit buses: axle weight. 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. 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)</p>		
SB 1136 Blakespear	Introduced 02/17/2026	Referred to Com. on TRANS.	<p>Intercity rail and commuter rail: special events service plans. 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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1166 Arreguín	Introduced 02/18/2026	Referred to Coms. on L., P.E. & R. and JUD.	<p>Alameda-Contra Costa Transit District: employee relations. The Transit District Law establishes the Alameda-Contra Costa Transit District with various powers and duties relative to transportation projects and services and the operation of public transit in the Counties of Alameda and Contra Costa. Current law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining, including the Meyers-Milias-Brown Act. This bill would vest PERB with jurisdiction to enforce certain provisions related to the district’s employees over charges of unfair practices for represented district employees, subject to a selection by an exclusive representative. The bill, in the case of such a selection, would give PERB jurisdiction over the initial determination as to whether those charges are justified and, if so, the appropriate remedy, subject to certain restrictions. The bill would require that PERB’s regulations apply, as appropriate, to the district, and authorize PERB to make additional emergency regulations applicable to the district. The bill would require the district to give reasonable written notice to an exclusive representative of its employees of its intent to make any change to matters within the scope of representation of the employees represented by the exclusive representative, as specified. This bill would authorize any charging party, respondent, or intervenor aggrieved by a final decision or order of PERB in an unfair practice case, except a decision of PERB not to issue a complaint in such a case, to petition for a writ of extraordinary relief from that decision or order, as specified. (Based on 02/18/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Subject: Transportation Funding					
AB 939 Schultz	Amended 01/15/2026	Read third time. Passed. Ordered to the Senate. (Ayes 60. Noes 9.) In Senate. Read first time. To Com. on RLS. for assignment.	Housing development: density bonuses: affordability of for-sale units. 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)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1237 McKinnor	Amended 05/29/2025	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)	<p>Ticket sellers: event tickets: transit tickets.</p> <p>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)</p>		
AB 1421 Wilson	Amended 01/05/2026	Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 21.) In Senate. Read first time. To Com. on RLS. for assignment.	<p>Vehicles: Road Usage Charge Technical Advisory Committee.</p> <p>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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 117 Committee on Budget and Fiscal Review	Amended 02/13/2026	Re-referred to Com. on BUDGET pursuant to Assembly Rule 97.	<p>Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.</p> <p>Current law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of a specified portion of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Current law requires the Transportation Agency to evaluate applications for funding under the 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. Current 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. Existing 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. (Based on 02/13/2026 text)</p>	Providing technical assistance	

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 545 Cortese	Amended 06/27/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)	High-speed rail: economic opportunities. Would require the Governor’s Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study’s findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district. (Based on 06/27/2025 text)		
SB 922 Laird	Introduced 01/28/2026	Set for hearing March 18.	Vehicles: local agency charges: use of streets or highways. Current law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above. (Based on 01/28/2026 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1265 Richardson	Introduced 02/19/2026	Referred to Com. on E., U & C.	<p>California Alternative Energy and Advanced Transportation Financing Authority: financial assistance programs and products.</p> <p>Under current law, the purpose of the California Alternative Energy and Advanced Transportation Financing Authority Act is to advance the state’s goals of reducing the levels of greenhouse gas emissions, increasing the deployment of sustainable and renewable energy sources, implementing measures that increase the efficiency of the use of energy, creating high quality employment opportunities, and lessening the state’s dependence on fossil fuels and to that end to provide an alternative method of financing in providing and promoting the establishment of facilities utilizing alternative methods and sources of energy and facilities needed for the development and commercialization of advanced transportation technologies. Current law establishes the California Alternative Energy and Advanced Transportation Financing Authority to carry out that purpose. This bill would authorize the authority, for that specified purpose, and with its own moneys or from moneys derived from other sources, to create its own financial assistance programs, financial assistance products, or both, on those terms and conditions the authority deems prudent. The bill would create the Alternative Energy and Advanced Transportation Expansion Fund in the State Treasury and would continuously appropriate all moneys in the fund to the authority for expenditure, as provided, and to defray the administrative costs of the authority. (Based on 02/19/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1408 Arreguín	Introduced 02/20/2026	Referred to Coms. on TRANS. and REV. & TAX.	<p>Local Transportation Authority and Improvement Act: Contra Costa Transportation Authority.</p> <p>The Local Transportation Authority and Improvement Act authorizes a county board of supervisors to create or otherwise designate a local transportation authority in the county that may impose a transactions and use tax subject to voter approval and other specified requirements. The act authorizes revenues from the transactions and use tax to be allocated for, among other things, the construction, improvement, and operation of public transit systems. This bill would expressly state that the Contra Costa Transportation Authority (CCTA) has all powers granted by the act to a local transportation authority, thereby authorizing the CCTA to impose a transactions and use tax pursuant to the act. The bill would authorize the CCTA to use revenues from a transactions and use tax imposed pursuant to the act to be allocated for the acquisition, construction, maintenance, and operation of vehicles and facilities related to public transportation systems and for the development, construction, and installation of components of public transportation systems, as specified. The bill would authorize the CCTA to acquire, develop, own, and operate facilities, systems, and devices, as specified. The bill would require the CCTA to be responsible for the coordination of public transit systems within the County of Contra Costa, and would require, upon request by the CCTA, transit operators within the County of Contra Costa to work with the CCTA to promote the purposes of this paragraph. The bill would require the CCTA to serve as a clearinghouse to facilitate the exchange of information related to signal coordination and signal prioritization within the County of Contra Costa, as specified. The bill would authorize the CCTA to acquire and dispose of real and personal property by certain means, including, but not limited to, acquisition by eminent domain, as specified. By creating new duties for the CCTA and other public transit operators within the County of Contra Costa, 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)</p>	None	None

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1411 Stern	Introduced 02/20/2026	Referred to Coms. on TRANS. and E.Q.	<p>Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.</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 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 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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Subject: Transportation Project Delivery					
AB 35 Alvarez	Amended 01/14/2026	In Senate. Read first time. To Com. on RLS. for assignment.	<p>Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Administrative Procedure Act: exemption: program guidelines and selection criteria.</p> <p>The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, approved by the voters as Proposition 4 at the November 5, 2024, statewide general election, authorized the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart, sustainable, and resilient farms, ranches, and working lands, park creation and outdoor access, and clean air programs. Current law authorizes certain regulations needed to effectuate or implement programs of the act to be adopted as emergency regulations in accordance with the Administrative Procedure Act, as provided. Current law requires the emergency regulations to be filed with the Office of Administrative Law and requires the emergency regulations to remain in effect until repealed or amended by the adopting state agency. This bill, notwithstanding the above, would exempt the adoption of regulations needed to effectuate or implement programs of the act from the requirements of the Administrative Procedure Act, as provided. The bill would require a state entity that receives funding to administer a competitive grant program established using the Administrative Procedure Act exemption to do certain things, including develop draft project solicitation and evaluation guidelines and to submit those guidelines to the Secretary of the Natural Resources Agency, except as provided. The bill would require the Secretary of the Natural Resources Agency to post an electronic form of the guidelines submitted by a state entity and the subsequent verifications on the Natural Resources Agency’s internet website. (Based on 01/14/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 52 Aguiar-Curry	Amended 01/08/2026	In Senate. Read first time. To Com. on RLS. for assignment.	Farmer equity: advisory committees. The Farmer Equity Act of 2017 requires the Department of Food and Agriculture to ensure the inclusion of socially disadvantaged farmers and ranchers, as defined, in the development, adoption, implementation, and enforcement of food and agriculture laws, regulations, and policies and programs, as specified. This bill would authorize the Secretary of Food and Agriculture to establish 2 advisory committees, known as the Black, Indigenous, and People of Color (BIPOC) Producer Advisory Committee and the Small-Scale Producer Advisory Committee, for the purpose of advising the secretary and the department with respect to their responsibilities under the Farmer Equity Act of 2017. The bill would authorize the advisory committees to advise the secretary and the department on programs, policies, education, outreach, technical assistance, and general needs for small-scale producers, medium-scale producers, and socially disadvantaged farmers or ranchers in California. (Based on 01/08/2026 text)		
AB 891 Zbur	Amended 06/25/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)	Transportation: Quick-Build Pilot Program. 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)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 2407 Macedo	Amended 03/09/2026	Re-referred to Com. on TRANS.	<p>High-Speed Rail Authority Office of the Inspector General: contract reviews: audit standards.</p> <p>Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law creates the High-Speed Rail Authority Office of the Inspector General and authorizes the High-Speed Rail Authority 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. Existing law imposes other duties and responsibilities on the Inspector General relating to the oversight of the authority, including the duty and responsibility to review the authority’s contracts and contracting practices to determine whether they are, among other things, executed consistent with state and federal laws and policies. This bill would also impose on the Inspector General the duty and responsibility to review financial disclosures and identify conflicts of interest for officials who make, or participate in making, decisions to execute contracts, or contract changes, for the authority. (Based on 03/09/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 2552 Ávila Fariás	Introduced 02/20/2026	From printer. May be heard in committee March 23.	<p>California Environmental Quality Act: transportation impact mitigation.</p> <p>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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 10 Padilla	Amended 03/13/2025	Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/9/2025)(May be acted upon Jan 2026)	<p>Otay Mesa East Toll Facility Act: toll revenues.</p> <p>The Otay Mesa East Toll Facility Act authorizes the San Diego Association of Governments (SANDAG) to carry out a construction project for the State Highway Route 11 corridor, including, among other things, highway improvements and international border crossing facilities, to be operated as a toll facility. Current law authorizes SANDAG to fix and revise from time to time and charge and collect tolls and other charges for entrance to or the use of the corridor, as provided. Current law authorizes toll revenues to be used for specified costs, including, among other things, payments of a cooperative tolling agreement with the federal government of Mexico. This bill would, consistent with applicable federal and state laws, authorize those toll revenues to additionally be used to assist in the maintenance of the South Bay International Boundary and Water Commission sewage treatment facility and the development of additional sanitation infrastructure projects related to the Tijuana River pursuant to an agreement with the federal government. (Based on 03/13/2025 text)</p>		
SB 33 Cortese	Amended 01/05/2026	Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	<p>Public contracts: claim resolution.</p> <p>Current law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Current law establishes, until January 1, 2027, for contracts entered into on or after January 1, 2017, a claim resolution process applicable to any claim by a contractor in connection with a public works project against a public entity, as specified. For purposes of these provisions, current law defines “public entity” to include, among others, a city, including a charter city, and county, including a charter county. Current law imposes various requirements on a public entity in relating to the claim resolution process, including, among other things, conducting a reasonable review of the claim and, within 45 days, providing the claimant a written statement identifying the disputed and undisputed portions of the claim. This bill would repeal the above-described January 1, 2027, repeal date, thereby extending the operation of these provisions indefinitely. By indefinitely extending the duties of local agencies in relation to the above-specified claim resolution process, this bill would impose a state-mandated local program. (Based on 01/05/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1008 Ochoa Bogh	Introduced 02/09/2026	Set for hearing March 18.	<p>California Environmental Quality Act: exemption: railroad grade crossing closure.</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. 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)</p>		
SB 1177 Cortese	Introduced 02/18/2026	Referred to Com. on TRANS.	<p>High-Speed Rail Authority: project update report.</p> <p>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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1213 Reyes	Introduced 02/19/2026	Referred to Com. on RLS.	State highways. 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)		
SB 1375 Cortese	Introduced 02/20/2026	Referred to Com. on RLS.	State Park and Recreation Commission: administration. Existing law establishes the State Park and Recreation Commission consisting partly of 9 members appointed by the Governor, subject to confirmation by the Senate. Existing law specifies that each appointed member serves a 4-year term, except as provided. Existing law requires the commission to perform certain actions regarding the state park system. Existing law provides that, in case of a vacancy, the appointment to fill the vacancy is for the remainder of the unexpired term. This bill would make nonsubstantive changes to this latter provision. (Based on 02/20/2026 text)		
SB 1425 Cortese	Introduced 02/20/2026	Referred to Com. on RLS.	High-Speed Rail Authority: right-of-way: encroachment permits. 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)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Subject: Transportation System Effectiveness					
AB 33 Aguiar-Curry	Amended 06/30/2025	Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/9/2025)(May be acted upon Jan 2026)	Autonomous vehicles. 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)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 334 Petrie-Norris	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)	<p>Operators of toll facilities: interoperability programs: vehicle information.</p> <p>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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1664 Jackson	Introduced 01/29/2026	From printer. May be heard in committee March 1.	<p>Vehicles: direct driver monitoring systems.</p> <p>Current law regulates vehicles and prohibits vehicles from being equipped with certain equipment, including, among other things, a device that is designed for, or is capable of, jamming, scrambling, neutralizing, disabling, or interfering with radar, laser, or any other electronic device used by a law enforcement agency to measure the speed of moving objects. Current law also prohibits vehicles from being equipped with a device that is specifically designed for, marketed for, or being used for, neutralizing, disabling, or otherwise interfering with a driver monitoring system that is engaged when drivers are utilizing advanced driver assistance system features or autonomous technology. This bill would require the Department of General Services to establish a pilot program under which a subset of state-operated heavy duty vehicles within the state vehicle fleet are equipped with a direct driver monitoring system for at least 24 months. The bill would require the department to determine the number of state-operated heavy duty vehicles to be included in the pilot program, as specified, and, for at least the initial 24 months of the pilot program, collect and analyze data regarding the prevalence of distracted and drowsy driving events, the effectiveness of the direct driver monitoring system in mitigating these events, and any impact the direct driver monitoring system has on driver behavior. (Based on 01/29/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1786 Harabedian	Introduced 02/10/2026	Referred to Com. on L. GOV.	<p>Public contracts: best value construction contracting for counties, cities, and joint powers authorities.</p> <p>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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 1855 Gonzalez, Jeff	Introduced 02/11/2026	Referred to Com. on NAT. RES.	California Environmental Quality Act: exemption: passenger rail service. 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 2372 Hoover	Introduced 02/19/2026	From printer. May be heard in committee March 22.	Vehicles: tolls. 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)		
AB 2401 Ta	Introduced 02/20/2026	From printer. May be heard in committee March 23.	Video imaging of parking violations. Current 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 transit-only traffic lanes and at transit stops through the use of video imaging, as specified. This bill would make a technical, nonsubstantive change in these provisions. (Based on 02/20/2026 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 2682 Berman	Introduced 02/20/2026	From printer. May be heard in committee March 23.	<p>Transportation network company drivers: labor relations: certification and appeals.</p> <p>Current law, the Transportation Network Company Drivers Labor Relations Act (act), establishes that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations, to bargain through representatives of their own choosing, to engage in concerted activities for the purpose of bargaining or other mutual aid or protection, and to refrain from such activities. This bill would instead provide that the above-described 6-month period runs from the date the board determines that the first TNC driver organization has been authorized to act as the bargaining representative by at least 10% of active TNC drivers. The bill would make related clarifying changes. (Based on 02/20/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 667 Archuleta	Amended 01/22/2026	Read third time. Passed. (Ayes 26. Noes 11.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	<p>Railroads: safety: wayside detectors.</p> <p>The Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track. (Based on 01/22/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1013 Cervantes	Introduced 02/10/2026	Referred to Com. on RLS.	<p>Automated license plate recognition systems. 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, detention, or deportation for immigration enforcement purposes. (Based on 02/10/2026 text)</p>		
SB 1034 McNerney	Introduced 02/11/2026	Referred to Coms. on TRANS. and M. & V.A.	<p>Vehicles: special license plates. Current law defines “disabled veteran” for purposes of the Vehicle Code as, among other things, a person who, as a result of injury or disease suffered while on active service with the Armed Forces of the United States, has a disability that has been rated at 100% by the Department of Veterans Affairs. Current law also defines a “disabled veteran” as a veteran who is unable to move without the aid of an assistant device. This bill would instead define a disabled veteran as a veteran who cannot walk without the use of an assistant device. The bill would expand the definition of “disabled veteran” to include a veteran who cannot walk 200 feet without stopping to rest, a veteran who is severely limited in the ability to walk because of an arthritic, neurological, or orthopedic condition, or a veteran who has visual acuity of 20/200 or less, among other conditions, as specified. (Based on 02/11/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1250 Cortese	Introduced 02/19/2026	Referred to Coms. on TRANS. and N.R. & W.	<p>State highway system: wildlife connectivity. 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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1256 Jones	Introduced 02/19/2026	Set for hearing April 8.	<p>California Environmental Quality Act: exemption for closure of railroad grade crossing.</p> <p>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)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1292 Richardson	Introduced 02/20/2026	Referred to Coms. on TRANS. and P., D.T., & C.P.	<p>Enhanced curb management system. Current law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system’s effectiveness and impact on traffic outcomes, among other things, by December 31, 2028. This bill would authorize a local agency, as defined, to establish an enhanced curb management system (system) that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the local agency to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and commercial loading zones. The bill would require a local agency that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. This bill contains other related provisions and other existing laws. (Based on 02/20/2026 text)</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1324 Blakespear	Introduced 02/20/2026	Referred to Com. on RLS.	<p>Passenger and freight rail: LOSSAN Rail Corridor. 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)</p>		
SCR 124 Wiener	Amended 03/02/2026	From committee with author's amendments. Read second time and amended. Re- referred to Com. on JUD.	<p>Transportation access: persons with epilepsy. Would encourage relevant stakeholders to evaluate existing transportation programs, develop policy options, and consider pilot initiatives that improve reliable, affordable, and accessible transportation for individuals with epilepsy. The measure would also encourage coordination with federal partners and welcome the participation of advocacy groups in informing and advancing complementary state-federal strategies. (Based on 03/02/2026 text)</p>		

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

2026 Legislative Calendar*

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.

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

California Local & Regional Government Association Bill Position Resources

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/>

Metropolitan Transportation Commission

Legislation Text

File #: 26-0327, **Version:** 1

Subject:
State Legislative Session Update

Overview of the legislative landscape in Sacramento as it relates to the MTC-ABAG advocacy program.

Presenter:
Georgia Gann Dohrmann

Recommended Action:
Information

Attachments:

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

March 13, 2026

Agenda Item 3a

State Legislative Session Update

Subject:

Overview of the legislative landscape in Sacramento as it relates to the MTC-ABAG advocacy program.

Summary:

The 2026 Legislative Session is underway in Sacramento, with the February 20, 2026 bill introduction deadline now passed. Thousands of bills are now active, and the policy committee process is underway.

This year's session is unfolding amid pervasive uncertainty regarding federal funding and federal policy direction, and what those developments may mean for California. The evolving federal landscape is contributing to a cautious approach in Sacramento as lawmakers assess potential fiscal and policy implications for the state. At the same time, there is heightened attention on the state's budget outlook. While state revenues are currently strong, driven largely by growth in the artificial intelligence sector, fiscal analysts continue to project structural deficits in the out-years. As a result, Sacramento leaders are signaling caution regarding new ongoing spending commitments.

Against this fiscal backdrop, affordability is expected to be a major focus of the 2026 session. Legislative discussions are anticipated to center on addressing cost pressures facing Californians, including housing affordability and broader cost-of-living concerns.

Staff will provide a more detailed update on the transportation, housing and environmental policy landscape and key bills of interest at your meeting.

Recommendation:

Information

Attachments:

None



Andrew B. Fremier

Metropolitan Transportation Commission

Legislation Text

File #: 26-0329, **Version:** 1

Subject:

Senate Bill 1087 (Cabaldon): Transportation Planning: Sustainable Communities Strategies

Update on MTC-ABAG's co-sponsored bill to modernize Senate Bill (SB) 375, the 2008 law that added sustainable communities strategies (SCSs) to regional transportation plans.

Presenter:

Julie Snyder

Recommended Action:

Information

Attachments:

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

March 13, 2026

Agenda Item 3b

**Senate Bill 1087 (Cabaldon): Transportation Planning: Sustainable Communities
Strategies**

Subject:

Update on MTC-ABAG's co-sponsored bill to modernize Senate Bill (SB) 375, the 2008 law that added sustainable communities strategies (SCSs) to regional transportation plans.

Background:

On February 13, 2026, Senator Christopher Cabaldon introduced SB 1087, the vehicle for MTC-ABAG's SB 375 modernization effort this year. MTC-ABAG are co-sponsoring the bill in line with the boards' direction in your [Final 2026 Advocacy Program](https://mtc.ca.gov/digital-library/5135348-2026-mtc-and-abag-legislative-advocacy-program) (https://mtc.ca.gov/digital-library/5135348-2026-mtc-and-abag-legislative-advocacy-program). The introduced version of the bill is limited to just two components in order to allow for more time to negotiate and draft more complex provisions. The provisions included are (1) extending the four-year SCS update cycle to eight years and (2) modifying the \$25 million/year Sustainable Communities grants from the current 50/50 split between direct allocation to metropolitan planning organizations (MPOs) and a competitive statewide pot to 100 percent population-based formula allocation to MPOs. SB 1087 is co-sponsored by the "Big 4" MPOs, MTC-ABAG, Sacramento Area Council of Governments (SACOG), San Diego Association of Governments (SANDAG), and Southern California Association of Governments (SCAG).

SB 1087's targeted approach was designed to meet the February 20, 2026, bill introduction deadline and ensure the bill is referred to the appropriate policy committees. Staff expects the bill will be amended before the first April Senate policy committee hearing to include a full suite of funding, streamlining, and other provisions to accelerate regional progress on climate, transportation, and housing goals. Discussions with the author on specific policy provisions are ongoing. A draft bill outline with further information will be provided via a handout at your March committee meeting.

Staff will return to the Legislation Committee in April, when we anticipate the bill will include more substantive provisions aligned with the Big 4's goals, so that committee members can provide input to further inform future negotiations.

Recommendation:

Information

Bill Positions:

Support

None on file (other than bill sponsors)

Opposition

None on file

Attachments:

- None



Andrew B. Fremier

Senate Bill (SB) 1087 (Cabaldon) Sustainable Communities Strategies Modernization Objectives and Draft Bill Outline

Background

MTC-ABAG and our partners at the Sacramento Area Council of Governments, the San Diego Association of Governments and the Southern California Association of Governments are co-sponsoring SB 1087 (Cabaldon) to modernize the Sustainable Communities Strategies (SCS) law and to accelerate regional-scale progress on climate, transportation, and housing goals. To meet the February 20 bill introduction deadline, Senator Cabaldon introduced SB 1087 with two initial provisions – extending the SCS planning cycle from four to eight years and transitioning annual Sustainable Communities planning grants from a competitive program to a formula-based allocation to Metropolitan Planning Organizations (MPOs). This document outlines the bill’s three overarching objectives and potential amendments under consideration to achieve them. Provisions are organized by objective to show how the proposed changes advance the goal. All concepts remain subject to refinement.

Objective 1: Focus on Implementation to Accelerate Climate Progress

The state invests billions of dollars each year in transportation and housing projects that impact California’s ability to meet its climate goals, yet some important state funding decisions are inconsistent with regions’ SCSs or prioritize lower-impact projects. Strengthening alignment between regional priorities as articulated in SCSs and how state funding is used, especially transit and housing funding, will accelerate progress toward the state’s climate goals. And providing new, dedicated resources to MPOs will foster innovation and region-specific approaches that complement state-level efforts.

Additionally, the process of developing the SCS should be more efficient so regions can devote staff capacity to *implementing* strategies rather than simply planning them. Today, MPOs spend millions of dollars refining modeling assumptions and navigating years of state review. A streamlined process would allow MPOs to shift bandwidth to delivering projects and programs that improve the daily lives of Californians and substantively advance the state’s housing, transportation, and climate goals.

Proposed Provisions to Advance This Objective

1. Direct funding to metro regions to implement SCSs
 - a. New SCS implementation grants [modeled on the funding provided in Regional Early Action Planning (REAP) 1.0 and REAP 2.0]. Broad eligibility for transportation and housing projects and programs, planning, and technical assistance.
2. Align existing state funding programs with SCSs to drive faster implementation*
 - a. Specify that one of the goals for the \$12.5 million/year in competitive grants under the SB 1 Sustainable Communities planning grant program is alignment with the region’s SCS. (This provision would replace the bill’s current provision that converts the \$12.5 million portion of the program from a statewide competitive program to a formula-based program.)
 - b. Prioritize SB 1 Solutions for Congested Corridors program funding for projects included in the portion of an SCS used to demonstrate attainment of state greenhouse gas emission reduction targets.*
 - c. Require SCS consistency for highway projects to receive funding from state transportation programs.
 - d. Declare legislative intent to establish prioritization for projects consistent with SCSs in other relevant state funding programs.

*In the case that a region does not have an approved SCS, allow greenhouse gas (GHG)-reducing projects in that region to still qualify for state funding.

3. Right size the planning process
 - a. Shift the SCS planning cycle from every four years to every eight years. Halfway through the eight-year cycle, require MPOs to publish a progress report. (Currently reflected in SB 1087)
 - b. Authorize a conditional California Environmental Quality Act (CEQA) exemption for the SCS, recognizing that the SCS is a long-range planning framework and the vast majority of significant individual transportation projects are subject to project-level environmental review. To qualify, the SCS must be developed through a robust public engagement process that goes beyond existing statutory requirements and provides meaningful opportunities for community participation. (Note, MTC-

ABAG's public engagement work on Plan Bay Area is very robust and already significantly exceeds current requirements.)

- b. Eliminate the requirement to adopt a Comprehensive Multimodal Corridor Plan to access Solutions for Congested Corridors funding.

Objective 2: An SCS that Reflects a Balanced Set of Goals

California and the regions have many important goals, from reducing greenhouse gas (GHG) emissions to increasing affordability, improving mobility, and making it safer to move around the region. The SCS should reflect this balance. That requires 1) the state considering multiple objectives when establishing GHG targets, and 2) ensuring regions have flexibility to manage trade-offs and balance priorities while still advancing the state's climate goals.

Proposed Provisions to Advance this Objective

1. Create an advisory body of practitioners and technical and policy experts to examine the intersection of climate, fair housing, resilience, economic vibrancy, and land conservation and develop recommendations for balancing them in the state's GHG target setting process.
2. Transfer responsibility for developing SCS guidelines, including technical methodology requirements, to the California Transportation Commission (CTC) to better align SCS and regional transportation plan (RTP) requirements. CTC would incorporate SCS requirements into the RTP guidelines, determine whether an SCS, if implemented, would meet the GHG target set by the California Air Resources Board (CARB), and consult with CARB and the Department of Housing and Community Development on the above.

Objective 3: The SCS Should Earn Trust and Drive Action

As each region's roadmap for reducing GHGs from transportation and building communities where people are less reliant on driving, the SCS can be a powerful tool for informing investments and policy decisions. To maximize its effectiveness, it must be understandable, engaging and grounded in reality.

Today, MPOs are required to use CARB modeling assumptions that fail to reflect actual conditions — such as California’s transition to cleaner vehicles and fuel standards — which makes the SCS and its impacts challenging both to explain and understand. If the SCS were allowed to reflect real-world trends, it could function as a more credible, transparent planning tool, strengthening the foundation for more informed policy decisions by MPOs and local jurisdictions in each region.

Proposed Provisions to Advance This Objective

1. Make GHG targets more consistent and understandable
 - a. Require the metric and target to reflect the anticipated combined effect of policies, regulations, and investments by all levels of government to improve fleet efficiency and reduce vehicle miles traveled (VMT) from all on-road transportation.
 - b. Require CARB to base the targets on what is achievable for each region, given existing conditions, taking exogenous factors and financial constraints of regions into consideration. Targets may be different for each region (as allowed under current law) and should consider a region’s existing resources, access to non-drive-alone modes of travel, and built environment.
 - c. Require MPOs to use the same air quality model to analyze their SCS as they use to analyze the federal air quality conformity requirement for their RTP and require that model to be the most up-to-date version.
2. Increase transparency in the target-setting process, including requiring CARB to:
 - a. Engage in a public process for determining whether targets should be changed.
 - b. Publish its methodology, fleet assumptions, and budget assumptions, prior to releasing draft targets for public comment.
 - c. Hold a public hearing on the draft targets.

Metropolitan Transportation Commission

Legislation Text

File #: 26-0181, **Version:** 1

Subject:

Washington, D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:

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

March 13, 2026

Handout - Agenda Item 4a

Washington D.C. Legislative Update

Subject:

February 2026 Report from Washington, D.C. advocate.

Issues:

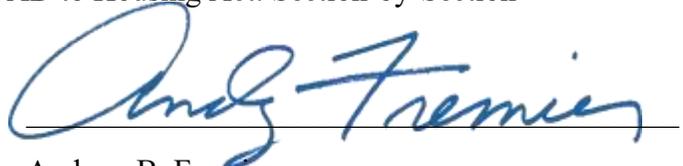
None identified.

Recommendations:

Information

Attachments:

- Attachment A: Summit Strategies Team Report – February 2026
- Attachment B: 21st Century ROAD to Housing Act: Section-by-Section



Andrew B. Fremier



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Summit Strategies Team Report – February 2026

From: Summit Strategies Team

To: Andrew B. Fremier, Executive Director

Date: March 13, 2026

Subject: February 2026 Federal Policy Monthly Report

- **Surface Transportation Reauthorization Discussions Continue**
 - **BASICS Act Introduced**
 - **House and Senate Housing Packages Advance; Bicameral Negotiations Expected**
 - **FY 2027 Appropriation Process and Congressionally Designated Funding Begins**
 - **EPA Repeals Endangerment Finding**
 - **US DOT Outlines Proposals to Target Transit Funding**
 - **Trump Targets Transportation Funding in Blue States**
 - **FTA Administrator Marc Molinaro Resigns**
 - **Supporting MTC Priorities in Congress**
 - **National Transportation News Roundup**
-

Below is a status update on issues of interest to MTC and the actions that we have taken to date.

Surface Transportation Reauthorization Discussions Continue

House and Senate committees responsible for drafting the federal surface transportation authorization have been hard at work throughout February. House Transportation and Infrastructure (T&I) Committee Chairman Sam Graves (R-MO) spoke at the American Association of State Highway Transportation Officials winter meeting – which your D.C. team attended – and shared that he hoped to act on a \$550 billion multi-year surface transportation bill later this spring. House T&I Committee Ranking Member Rick Larsen (D-WA) affirmed the Chair’s goal and emphasized that they are working together on a bipartisan bill. The Senate leaders have not yet shared their reauthorization timeline, but Senate Environment and Public Works Committee Chair Shelly Moore Capito (R-WV) has signaled the Senate version may be debated in the summer.

BASICS Act Introduced

Congress recently introduced the bipartisan *Bridges and Safety Infrastructure for Community Success (BASICS) Act* (H.R. 7437), a framework intended to modernize and reform federal surface transportation policy ahead of the current authorization’s expiration on September 30, 2026. Sponsored by Representatives Kristen McDonald Rivet (D-MI) and Rob Bresnahan (R-PA), the proposal aims to expand local and regional access to federal transportation funding. Your team worked with MTC to provide technical assistance during bill development; the proposal advances MTC’s surface transportation reauthorization priorities as follows:

- Doubles the size of the metropolitan planning formula program, empowering MTC and other metropolitan planning organizations to enhance performance based regional planning and implementation efforts.
- Increases MTC’s flexible highway formula funds by growing the Surface Transportation Block Grant Program by 20%.
- Adds \$1.2 billion in Safe Streets and Roads for All program funding (which is at risk of being eliminated) to the formula-based Highway Safety Improvement Program as a set-aside that would be suballocated based on population. This provides states and regions more predictable, flexible resources to deliver on national priorities like safety.

- Makes permanent the Infrastructure Investment and Jobs Act (IIJA) bridge formula program by funding it out of the Highway Trust Fund (vs. the General Fund). The bill also creates a 25% local set aside within the program.

Note: The bill focuses on the highway portion of the federal surface transportation reauthorization; it does not address transit funding or policy.

House and Senate Housing Packages Advance; Bicameral Negotiations Expected

The House has passed H.R. 6644, the *Housing for the 21st Century Act* (February 9, 2026), positioning it for negotiations with the Senate on their housing package, S. 2651, the *ROAD to Housing Act*, which was poised to pass the Senate when this report was filed. With both chambers advancing bipartisan housing proposals, leadership is expected to pursue a conference process – either a formal conference committee or an informal bicameral negotiation – to reconcile overlapping provisions and resolve remaining policy differences into a single compromise package for final consideration. Several Senate provisions may present opportunities for MTC and Bay Area local jurisdictions, including a proposed innovation fund that could align with regional housing production and permitting acceleration objectives. A summary of S. 2651 is attached.

FY 2027 Appropriations Process and Congressionally Designated Funding Begins

House Appropriations has opened the Fiscal Year (FY) 2027 Member-request process for the Transportation, Housing and Urban Development (THUD) bill, including Community Project Funding (CPF), or earmarks. For THUD, the House Appropriations submission deadline is March 20, 2026.

In the Senate, Congressionally Directed Spending (CDS) timelines continue to be driven by subcommittee- and office-specific collection deadlines, and the Senate Appropriations Committee’s transparency requirements include public posting of CDS requests within 15 calendar days of the relevant subcommittee submission deadline.

US DOT Outlines Proposals to Target Transit Funding

Over the last few months, several reports have leaked on transit proposals that the U.S. Department of Transportation (US DOT) is trying to include in the upcoming surface transportation reauthorization bill. This month, two proposals were reported on by DC news outlets.

The first proposal would block states, cities, and towns from offering free public transportation to unauthorized immigrants. The draft measure would prevent states and local governments from using federal transit funding to help migrants avoid federal immigration officials. Specifically, it will target blue states and municipalities that provide transportation to migrants to reach immigration resources. The rule would cover all Federal Transit Administration (FTA) funding. The second would prohibit large cities that receive federal funds from providing free bus transit. The proposal applies to transportation agencies located in areas with populations over 200,000 and a fleet of more than 100 buses. The proposal will impact transit systems in Kansas City, Missouri; Richmond, Virginia; and Albuquerque, New Mexico, all of which currently offer free bus rides. It will also impact New York City Mayor Zohran Mamdani's promise to eliminate fares on city buses. It is unclear if there is support for such a measure.

House Transportation and Infrastructure Committee Ranking Member Rick Larsen (D-WA) criticized DOT's proposal to ban free bus transit. Chairman Sam Graves (R-MO) has not commented on the proposals, but he has continuously advocated for passing a bipartisan bill. Any measure that could jeopardize bipartisan support would likely receive pushback.

EPA Repeals Endangerment Finding

This month, Environmental Protection Agency (EPA) Administrator Lee Zeldin announced that EPA is repealing the 2009 greenhouse gas endangerment finding, which served as a prerequisite for regulating emissions for new motor vehicles and new motor vehicle engines. In removing this authority, EPA also finalized the repeal of all Greenhouse Gas (GHG) emissions standards for light-, medium-, and heavy-duty on-highway vehicles and engines.

Zeldin claims the action is the largest deregulatory action in the history of the country and will save Americans \$1.3 trillion. Interestingly, as part of the announcement, EPA did not repeal its separate endangerment findings that apply to regulating aircraft, power plants, and oil wells. It is unclear if EPA is planning on repealing those findings as well.

The EPA originally released its endangerment finding under the Obama Administration after the Supreme Court concluded that GHGs are air pollutants and can be regulated under the Clean Air Act. The decision was the result of overwhelming scientific consensus proving that GHGs contribute to climate change and harm human health. EPA is already facing its first lawsuits on the decision.

Trump Targets Transportation Funding in Blue States

This month, the Trump Administration announced it is rescinding \$1.5 billion in health and transportation funding from Colorado, Illinois, California, and Minnesota. The Office of Management and Budget (OMB) directed the US DOT to rescind \$943 million from those states and the Centers for Disease Control and Prevention (CDS) to rescind \$602 million. The transportation funding is primarily for electric vehicle chargers through the National Electric Vehicle Infrastructure (NEVI) Formula Program, but funding for green buses and other projects was also targeted, including \$15 million for a charging network across the San Francisco Bay area with a focus on disadvantaged communities.

The announcement follows a data collection that OMB carried out last month that reviewed federal funding that primarily blue states received.

As of this writing, the targeted states successfully blocked the Trump Administration from rescinding the healthcare funding, at least temporarily. It is unclear if the states have also attempted to block the rescission of the transportation funding. DOT has yet to formally begin to implement the rescission outside of the announcement; that is not to suggest internal steps are not being taken, but nothing has been formally announced.

FTA Administrator Marc Molinaro Resigns

Federal Transit Administration (FTA) Administrator Marc Molinaro resigned from his position this month to move back to New York, where he will run for a seat in the state Assembly. The former New York Congressman leaves his post after only six months on the job. Molinaro's resignation creates a leadership vacuum at an agency that oversees a multi-billion dollar budget and 600-person staff. FTA Deputy Administrator Tariq Bohkari also resigned from FTA late last year and Executive Director Matthew Welbes recently announced he is retiring. It is unclear who President Trump plans to nominate to succeed Molinaro.

Supporting MTC Priorities in Congress

Your DC Team has been hard at work and has communicated with several congressional offices and agencies over the last month. The DC Team continues to meet regularly with House and Senate Committee staff regarding MTC's surface transportation priorities, including retaining the Bay Area's transit funding, maintaining a high level of flexible formula funding, and policy priorities related to planning and project delivery. We have received confirmation from the minority policy committee staff that they are working on our requests. The status of our priorities and other details related to legislation are under close hold per agreement between the majority and minority staff.

In addition to the surface transportation issues listed above, the DC Team has also worked on:

- **State of Good Repair Funding** – Since last year, your DC team has been coordinating with a coalition of major transit centers across the nation to develop a strategy to avoid a deep cut in Section 5337 State of Good Repair transit funding, which primarily benefits legacy transit systems. We held several coalition meetings in February.
- **Resilient Regions Challenge Bill** – Your MTC team met several Bay Area congressional offices to pitch the idea of a “marker bill” for MTC-ABAG's Resilient Regions Challenge concept, consistent with MTC's surface transportation reauthorization priorities.

Your DC team also attended several winter industry events on behalf of MTC, including AASHTO, NACo (National Association of Counties), and the U.S. Conference of Mayors. We will also participate in the ITS America and the National League of Cities, slated for March.

National Transportation News Roundup (links to articles)

- [DOT wants to block transit money to states that aid migrants \(Politico\)](https://www.politico.com/news/2026/02/18/dot-wants-to-block-transit-money-to-states-that-aid-migrants-00775657)
<https://www.politico.com/news/2026/02/18/dot-wants-to-block-transit-money-to-states-that-aid-migrants-00775657>
- [FTA head Molinaro resigns \(Trains\)](https://www.trains.com/pro/passenger/fta-head-molinaro-resigns/)
<https://www.trains.com/pro/passenger/fta-head-molinaro-resigns/>
- [Affordable Housing and Transit Case Study Series: Austin \(Eno Center for Transportation\)](https://enotrans.org/article/affordable-housing-and-transit-case-study-series-austin/)
<https://enotrans.org/article/affordable-housing-and-transit-case-study-series-austin/>
- [California lends \\$590M to keep Bay Area transit running \(Smart Cities Dive\)](https://www.smartcitiesdive.com/news/california-590m-loan-bay-area-transit-agencies/812806/)
<https://www.smartcitiesdive.com/news/california-590m-loan-bay-area-transit-agencies/812806/>



21st Century ROAD to Housing Act: Section-by-Section

Title I – Improving Financial Literacy:

Sec. 101 – Reforms to Housing Counseling and Financial Literacy Programs

This section allows the Department of Housing and Urban Development (HUD) to review the performance of housing counseling agencies and counselors. If a counselor’s performance falls short, HUD may require additional training and provide opportunities to demonstrate improvement. Counselors found to be consistently out of compliance may be subject to enhanced oversight or lose their certification.

Title II – Building More in America:

Sec. 201 – Rental Assistance Demonstration Program

This section lifts the cap on the Rental Assistance Demonstration (RAD) program and codifies tenant protections.

Sec. 202 – Increasing Housing in Opportunity Zones

This section enables the HUD Secretary to give added weight to applicants for competitive HUD grants that are located in, or primarily serve, designated Opportunity Zones to support housing preservation and construction.

Sec. 203 – Whole-Home Repairs Act

This section authorizes a pilot program to offer grants and forgivable loans to eligible recipients to holistically address home repair needs and health hazards to stabilize aging housing stock.

Sec. 204 – Community Investment and Prosperity Act

This section increases the Public Welfare Investment cap applicable to banks supervised by the Office of the Comptroller of the Currency and the Federal Reserve from 15% to 20%, which will enhance banks’ capacity to make private investments in affordable housing.

Sec. 205 – Build Now Act

This section creates a pilot program to incentivize housing development of all kinds in certain Community Development Block Grant (CDBG) participating jurisdictions.

Sec. 206 – Addition of Affordable Housing Construction as an Eligible Activity

This section adds new construction as an eligible use under HUD's CDBG program.

Sec. 207 – Better Use of Intergovernmental and Local Development (BUILD) Housing Act

This section cuts red tape around environmental reviews, empowering state, local, and tribal governments to streamline reviews and increase housing development.

Sec. 208 – Unlocking Housing Supply Through Streamlined and Modernized Reviews Act

This section right-sizes National Environmental Protection Act (NEPA) review for small and infill housing projects, which will simplify the review process and get projects to construction faster.

Sec. 209 – Grants For Planning and Implementation Associated with Affordable Housing

This section authorizes a pilot program to offer competitive grants to assist state, local, and tribal governments with regional housing planning and community development activities.

Sec. 210 – Innovation Fund

This section authorizes a program to offer highly-flexible funding for communities that are building more housing supply, which can be used to improve community infrastructure and build housing.

Sec. 211 – Accelerating Home Building Act

This section authorizes a grant program to help communities establish pre-approved housing designs, or pattern books, to help streamline and expedite local construction processes and build more homes.

Sec. 212 – Revitalizing Empty Structures into Desirable Environments (RESIDE) Act

This section authorizes a pilot program within the HOME Investment Partnerships Program to convert vacant and abandoned buildings into attainable housing.

Sec. 213 – Housing Affordability Act

This section requires the Federal Housing Administration (FHA) to increase multifamily loan limits to better match housing market costs and enhance affordability.

Title III – Manufactured Housing for America:

Sec. 301 – Housing Supply Expansion Act

This section updates the federal definition of manufactured housing to include units not built on a permanent chassis to encourage innovation and expand naturally-occurring affordable housing. It also ensures that no energy efficiency standards for manufactured housing take legal effect until adopted by HUD.

Sec. 302 – Modular Housing Production Act

This section requires FHA to assess barriers to FHA-insured lending for modular housing and directs the HUD Secretary to consider modifying the financing draw schedule to encourage modular housing construction.

Sec. 303 – Property Improvement and Manufactured Housing Loan Modernization Act

This section updates mortgage lending standards for manufactured housing through FHA and expands access to financing for housing. The section also directs HUD to study the cost-effectiveness and long-term value of supporting housing finance for factory-built housing.

Sec. 304 – PRICE Act

This section authorizes HUD's Preservation and Reinvestment Initiative for Community Enhancement (PRICE) Program to provide grants to communities to maintain, protect, and stabilize manufactured housing and manufactured housing communities.

Title IV – Accessing the American Dream:

Sec. 401 – Creating Incentives for Small Dollar Loan Originators

This section requires the Consumer Financial Protection Bureau (CFPB) to issue a report to Congress studying the effect of various aspects of loan originator compensation on the availability of small-dollar mortgage loans and to assess the barriers they pose to the availability of small-dollar mortgages to consumers. It also gives the CFPB the flexibility to amend rules to encourage small-dollar loan origination.

Sec. 402 – Small Dollar Mortgage Points and Fees

This section requires CFPB and the Federal Housing Finance Agency (FHFA) to evaluate the impact of existing regulations that limit the points and fees that lenders can charge on qualified mortgage loans, which vary by loan limit. Based on such evaluation, the provision directs CFPB to make any necessary regulatory changes to points and fees to help encourage additional lending for small-dollar mortgages.

Sec. 403 – Appraisal Industry Improvement Act

This section helps bolster appraiser workforce capacity, including by allowing both licensed and credentialed appraisers to conduct appraisals for FHA-insured mortgage lending transactions.

Sec. 404 – Helping More Families Save Act

This section authorizes a pilot program under HUD's Family Self-Sufficiency (FSS) initiative to promote economic mobility and homeownership by enabling more families to grow their household savings.

Sec. 405 – Choice in Affordable Housing Act

This section reduces HUD inspection delays by allowing units that are financed through other federal housing programs to automatically satisfy voucher inspection requirements if inspected within the past year. Additionally, the bill permits new landlords to request pre-inspections to increase access to housing and encourage landlord participation.

Title V – Program Reform:

Sec. 501 – Reforming Disaster Recovery Act

This section permanently authorizes the Community Development Block Grant–Disaster Recovery (CDBG-DR) program and establishes the Office of Disaster Management and Resiliency within HUD to administer the program.

Sec. 502 – HOME Investment Partnerships Reauthorization and Reform Act

This section reforms and reauthorizes the HOME Investment Partnerships Program. It makes critical updates to improve program administration and facilitate the construction of more affordable housing.

Sec. 503 – Rural Housing Service Reform Act

This section reforms the United States Department of Agriculture’s (USDA) Rural Housing Service, including by decoupling rental assistance from maturing mortgages to preserve affordable housing in rural areas. This section will help preserve housing access for 400,000 rural families.

Sec. 504 – New Moving to Work Cohort

This section authorizes a Moving to Work expansion cohort with targeted flexibilities to improve program administration and tenant outcomes.

Sec. 505 – Incentivizing Local Solutions to Homelessness

This section allows states and localities that receive Emergency Solutions Grant funding to request a waiver of the statutory 60 percent spending cap on emergency shelter beds and street outreach.

Title VI – Veterans and Housing:

Sec. 601 – VA Home Loan Awareness Act

This section adds a disclosure to Fannie Mae and Freddie Mac’s uniform residential loan application form to ensure that veterans are made aware of their home loan benefits through the Department of Veterans Affairs (VA), which may provide a more affordable lending option.

Sec. 602 – Veterans Affairs Loan Informed Disclosure (VALID) Act

This section improves transparency for veteran homebuyers by requiring FHA mortgage disclosures to include cost comparison information to make veterans aware of their home loan benefits through the VA and help them compare those options to FHA financing.

Sec. 603 – Housing Unhoused Disabled Veterans Act

This section permanently excludes veterans’ disability compensation from annual income calculations under the HUD-VASH program to help more homeless veterans access VA housing.

Title VII – Oversight and Accountability:

Sec. 701 – Requiring Annual Testimony and Oversight from Housing Regulators

This section requires the HUD Secretary to testify annually before Congress on the Department's operations, oversight activities, and program performance. Separately, it requires annual testimony on housing and community development from the heads of FHA, Ginnie Mae, USDA, FHFA, and the VA.

Sec. 702 – FHA Reporting Requirements on Safety and Soundness

This section requires HUD to report monthly to Congress on the state of the statutorily required capital ratio of the Mutual Mortgage Insurance Fund, and to notify Congress if that ratio falls below statutorily required levels.

Sec. 703 – United States Interagency Council on Homelessness (USICH) Oversight

This section requires USICH to provide an update on the status of the plan to reduce homelessness in its annual planning process and requires annual USICH Congressional testimony.

Sec. 704 – Appraisal Modernization Act

This section requires USDA, FHA, and FHFA to implement and maintain requirements that federally backed mortgage lenders have a review and resolution procedure for consumer-initiated second appraisals, or reconsiderations of value, when they believe there may be an issue with their appraised home value.

Title VIII – Coordination, Studies, & Reporting:

Sec. 801 – HUD-USDA-VA Interagency Coordination Act

This section directs HUD, USDA, and the VA to identify areas for collaboration to streamline and improve housing program implementation.

Sec. 802 – Streamlining Rural Housing Act

This section directs HUD and USDA to coordinate on joint environmental reviews for housing projects funded by both agencies.

Sec. 803 – Improving Self-Sufficiency of Families in HUD-Subsidized Housing

This section directs HUD to conduct a study on the implementation of work requirements by public housing agencies, with an assessment of the challenges and benefits of work requirements on public housing agencies and families, including the effects on homelessness, poverty, asset building, job attainment, and public housing agency administrative capacity.

Title IX – Homeownership for Main Street America

Sec. 901 – Homes Are For People, Not Corporations

This section prohibits large institutional investors from purchasing certain single-family homes to promote homeownership opportunities for American families, not corporations.

Title X – Central Bank Digital Currency

Sec. 1001 – Central Bank Digital Currency

This section pauses the Federal Reserve from issuing a central bank digital currency.

Title XI – Miscellaneous

Sec. 1101 – Severability

This section provides a severability clause for the legislation.

Sec. 1102 – No Additional Funds Authorized

This section ensures that certain legislative requirements are met.