



Legislative History

High Priority Bills

Wednesday, August 12, 2026

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 117 Committee on Budget	Chaptered 02/19/2026	Approved by the Governor. Chaptered by Secretary of State - Chapter 6, Statutes of 2026.	Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area. Current law requires the Transportation Agency to evaluate applications for funding under the Transit and Intercity Rail Capital Program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to \$590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit		

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			District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. (Based on 02/19/2026 text)		
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)	Operators of toll facilities: interoperability programs: vehicle information. 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,	Support	

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			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)		
AB 736 Wicks	Amended 04/10/2025	From committee: Do pass. (Ayes 5. Noes 0.) (May 14). Read second time. Ordered to third reading.	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)	Support and Seek Amendments	Support and Seek Amendments
AB 902	Amended 07/10/2025	Failed Deadline pursuant to Rule	Transportation projects: barriers to wildlife movement.		

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Schultz		61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)	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)		
AB 1569 Davies	Amended 04/13/2026	Read third time. Passed. Ordered to the Assembly. (Ayes 39. Noes 0.).	Pupil safety: electric bicycle: safety and training program. Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of		

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			Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments, as specified. (Based on 04/13/2026 text)		
AB 1599 Ahrens	Amended 06/04/2026	In committee: Referred to APPR. suspense file.	Public transit: California Transit Stop Registry: transit datasets. Would require the Department of Transportation to create, on or before June 1, 2027, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified. (Based on 06/04/2026 text)		
AB 1837 González, Mark	Amended 06/15/2026	Read second time. Ordered to third reading.	Video imaging of parking violations. Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations	Support	

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			occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. The bill would require a public transit operator that uses video imaging to enforce parking violations to report to the Legislature, as specified. The bill would exempt the City and County of San Francisco from this requirement. (Based on 06/15/2026 text)		



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AB 1883 Bryan	Amended 07/02/2026	In committee: Referred to APPR. suspense file.	Workplace surveillance tools. Would, with certain exceptions, prohibit an employer from using a workplace surveillance tool that uses artificial intelligence to, among other things, collect neural data or recognize an individual's emotional state. The bill would define an employer to include a governmental entity, including, among other entities, charter cities and the University of California. This bill would require the Labor Commissioner to enforce the bill's provisions, would authorize an employee to bring a civil action for specified remedies for a violation of the bill's provisions, and would authorize a public prosecutor to enforce the provisions. The bill would subject an employer who violates the bill's provisions to a civil penalty of up to \$500 for each violation. The bill would define various terms for purposes of its provisions. This bill would exempt from its provisions the use of a tool to the extent that its use is to ensure safety or is reasonably necessary to comply with, a federal statute, federal regulation, or binding federal contract relating to the development of aircraft for use in the national airspace or the development of products or services for national security, military, space, or defense purposes. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities. (Based on 07/02/2026 text)		

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AB 1942 Bauer-Kahan	Introduced 02/13/2026	Joint Rule 62(a), file notice suspended. In committee: Held under submission.	Electric bicycles: registration and special license plates. Existing law prohibits a person from driving, moving, or leaving standing upon a highway, or in an offstreet public parking facility, any motor vehicle, trailer, semitrailer, pole or pipe dolly, or logging dolly, unless it is registered and the appropriate fees have been paid, except as specified. Existing law requires the Department of Motor Vehicles, upon registering a vehicle, to issue to the owner license plates that identify the vehicles for which they are issued for the period of their validity, as specified. Existing law also requires a motorized bicycle to display a special license plate issued by the department. Existing law authorizes a city or county to adopt a bicycle licensing ordinance or resolution, authorizes the licensing agency, by ordinance or resolution, to adopt rules and regulations for the collection of license fees, as specified, and sets the fee for each new bicycle license and registration certificate at a sum of no more than \$4 per year. Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions. This bill would require class 2 electric bicycles and class 3 electric bicycles to be registered with the department and to display a special license plate issued by the department. The bill would require the department to adopt regulations to implement these requirements, and would make a person operating a class 2 or class 3 electric bicycle in violation of these requirements guilty of an infraction		

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			punishable by specified fines. By creating a new crime, the bill would impose a state-mandated local program. (Based on 02/13/2026 text)		
AB 1944 Lee	Introduced 02/13/2026	Read second time. Ordered to third reading.	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)		

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AB 2059 Wilson	Amended 4/22/2026	In committee: Referred to APPR. suspense file.	California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation. The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties.		
AB 2168	Amended 06/22/2026	Read second time. Ordered to third reading.	Active Transportation Program: guidelines. Existing law requires the California Transportation Commission to develop guidelines and project selection		

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Wicks			criteria for the Active Transportation Program, including guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would, on and after January 1, 2028, instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. (Based on 06/22/2026 text)		
AB 2267 Garcia	Amended 03/24/2026	5/14/2026 Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/13/2026)	State bridges and overpasses: suicide prevention. Would require the Department of Transportation to additionally develop and maintain, beginning on or before July 1, 2029, a set of preapproved suicide prevention safety-barrier designs that local governments may use to install suicide prevention barriers, as provided. (Based on 03/24/2026 text)		
AB 2276 Soria	Amended 04/09/2026	5/14/2026 Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/13/2026)	Vehicles: active intelligent speed assistance devices. Existing law requires, until January 1, 2033, a person who has been convicted on or after January 1, 2019, of driving a motor vehicle at any time when that person's driving privilege is suspended or revoked as a result of a conviction for driving while under the influence of an alcoholic beverage or any drug, as specified, to install for a period of time, as ordered by the court, an ignition interlock device (IID) on the vehicle they operate. Existing law specifies periods for which a person		

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			convicted of one or more prior violations of specified crimes is required to install an IID. A violation of the Vehicle Code is a crime punishable as an infraction, unless otherwise specified. This bill would require the Department of Motor Vehicles to establish, until January 1, 2033, a pilot program in the Counties of Los Angeles, San Diego, Fresno, Santa Clara, Shasta, Kern, and San Bernardino that would impose a similar requirement for persons convicted of specified driving offenses relating to excessive speed, reckless driving, and exhibitions of speed to install for a period of time, as ordered by the court, a certified active intelligent speed assistance device (ISA) on any vehicle the person operates, as specified. The bill would make the installation of an ISA discretionary for a first offender, as specified. The bill would make tampering with the ISA device, as specified, operating a motor vehicle not equipped with a device, or willfully failing to return the device to the vendor upon completion punishable as a misdemeanor. (Based on 04/09/2026 text)		
AB 2296 Papan	Amended 06/29/2026	Read second time. Ordered to third reading.	Planning and zoning: housing element: regional housing needs allocation. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected need for housing, and requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final		

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			regional housing plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law authorizes at least 2 or more cities and a county, or counties, at least 28 months prior to the scheduled housing element revision, to form a subregional entity to allocate the subregion's existing and projected housing need among its members. If the council of governments does not receive a notification of this formation at least 28 months prior to the update, existing law requires the council of governments to implement specified requirements regarding the regional housing need process. Existing law requires the council of governments to determine the share of regional housing need assigned to each delegate subregion at least 25 months prior to the scheduled revision. This bill, except with respect to the 7th housing element cycle for councils of governments with a housing element revision due date during the calendar year 2027 or 2028, would extend the above-described timeline for cities and counties to form a subregional entity to allocate the subregion's housing need, as provided, from 28 months to 34 months, and the above-described timeline for the council of governments to determine the share of regional housing need assigned to each subregion from 25 months to 31 months. (Based on 06/29/2026 text)		
AB 2308 Haney	Amended 08/04/2026	Read second time. Ordered to third reading.	Redevelopment: successor agency debt: City and County of San Francisco. Existing law dissolved redevelopment agencies and community development agencies as of February 1, 2012, and	Support	

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			provides for the designation of successor agencies to, among other things, wind down the affairs of the dissolved redevelopment agencies and make payments due for enforceable obligations. Existing law, among other powers granted to successor agencies generally, additionally vests the successor agency to the former Redevelopment Agency of the City and County of San Francisco with the authority, rights, and powers of that former redevelopment agency solely for the purpose of issuing bonds or incurring other indebtedness, subject to the approval of the oversight board of the successor agency, to finance the construction of affordable housing and infrastructure required by specified development agreements, including the infrastructure required by the Transbay Implementation Agreement. Under existing law, these bonds and indebtedness are considered indebtedness incurred by the dissolved redevelopment agency secured by moneys deposited in the Redevelopment Property Tax Trust Fund established for that agency. This bill would specify this authority to issue bonds or incur other indebtedness to finance the infrastructure required by the Transbay Implementation Agreement includes entering into arrangements with the Transbay Joint Powers Authority and the City and County of San Francisco to extend the time period for pledges of gross sales proceeds and net tax increments, as specified. (Based on 08/04/2026 text)		
AB 2346	Amended 06/18/2026	Read second time. Ordered to third reading.	Vehicles: electric bicycles and speed limits. Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than		

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Wilson			750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated or detachable front lamp and a rear lamp, as specified. The bill would also require sellers and distributors of electric bicycles to disclose specified information at or before the point of sale. (Based on 06/18/2026 text)		
AB 2372 Hoover	Amended 06/04/2026	Read third time. Passed. Ordered to the Assembly. (Ayes 39. Noes 0.).	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 properly identified or marked as an authorized emergency vehicle, as specified. This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the Department of the California Highway Patrol, as specified. (Based on 06/04/2026 text)		



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AB 2595 Papan	Amended 06/15/2026	Read second time. Ordered to third reading.	San Mateo Electric Bicycle Safety Pilot Program. Existing 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 existing 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. Existing 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.		

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			This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed. (Based on 06/15/2026 text)		
ACA 22 Wicks	6/25/2026 S - CHAPTERED	6/25/2026 Approved by the Governor. Chaptered by Secretary of State. Chapter 16, Statutes of 2026.g.	Local taxes: limitation. The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits these entities from imposing an ad valorem tax on real property or a transactions or sales tax on the sale of real property. This measure would, beginning January 1, 2027, prohibit a local government, including the electorate of a local government exercising the initiative power, from imposing, extending, or increasing any special tax, except as provided, unless and until that tax is submitted to the electorate and approved by a 2/3 vote. The measure would prohibit a local government, including the electorate of a local government exercising the initiative power, from imposing ad valorem taxes on real property, except as provided pursuant to specified constitutional provisions.		
SB 417 Limon	6/25/2026 S - CHAPTERED	6/25/2026 Approved by the Governor. Chaptered by Secretary of State.	The Veterans and Affordable Housing Bond Act of 2026. Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for	Support and Seek Amendments	Support and Seek Amendments

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		Chapter 16, Statutes of 2026.g.	first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Existing law, the Veterans and Affordable Housing Bond Act of 2018, authorized, the issuance of bonds in the amount of \$4,000,000,000 to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as well as financing for a specified program for farm, home, and mobilehome purchase assistance for veterans, pursuant to the State General Obligation Bond Law. This bill would enact the Veterans and Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$11,250,000,000, pursuant to the State General Obligation Bond Law. Of the proceeds from the sale of these bonds, \$10,000,000,000 would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program, and \$1,250,000,000 would be used to provide additional funding for the above-described program for farm, home, and mobilehome purchase assistance for veterans, as provided. This bill would provide for submission of the bond act to the voters at the November		

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			3, 2026, statewide general election, in accordance with specified law. This bill would declare that it is to take effect immediately as an urgency statute.		
SB 569 Blakespear	Amended 08/10/2026	Read third time and amended. Ordered to third reading.	Bikeways: reversions and modifications. Existing law grants the legislative body of a city certain powers with respect to city streets and highways, including the power to construct and maintain those streets and highways. Existing law grants the board of supervisors of a county general supervision, management, and control of county highways and authorizes the board of supervisors to lay out, construct, improve, and maintain county highways. Existing law authorizes the governing body of a city, county, or local agency to, among other things, establish bikeways, as defined and classified. Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of each type of bikeway and of roadways where bicycle travel is permitted, and requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize the minimum safety design criteria. This bill would prohibit a bikeway constructed, in whole or part, using moneys from the State General Fund allocated to any city, county, regional, or other local agency from being reverted to a nonactive transportation use or modified in a manner that reduces the safety, accessibility, or mobility of nonmotorized users, for a minimum of 20 years		

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			from the date of the allocation or its actual useful life, as documented in its project design or local building or permit application materials, whichever is less. less, except as specified. (Based on 08/10/2026 text)		
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.	Housing development: transit-oriented development. 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		

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			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)		
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)	Regional housing need: methodology: distribution. The Planning and Zoning Law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as provided, and requires the appropriate council of governments or for cities and counties without a council of governments, the department, to adopt a final regional housing need plan allocating a share of the regional housing need to each city, county, or city and county. Current law requires the department to meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region’s housing needs and requires the council of governments to provide data		

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Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			assumptions, including specified information regarding housing availability within the region. Current law requires the council of governments, or delegate subregion as applicable, to develop a proposed methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or subregion, as applicable, that furthers specified objectives. Current law, to the extent that sufficient data is available as provided, requires each council of governments, or delegate subregion as applicable, to consider including specified factors to develop the methodology that allocates regional housing needs, including the loss of units during a state of emergency that was declared by the Governor that have yet to be rebuilt or replaced at the time of the analysis. This bill would remove the requirement that the loss of units factor be considered and instead require those lost units to be distributed proportionally according to the region's proposed 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)		
SB 741 Blakespear	Amended 07/01/2026	August 5 set for first hearing. Placed on suspense file.	Low Carbon Transit Operations Program. Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources		

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Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements. This bill would repeal the requirement for the department to adopt guidelines. (Based on 07/01/2026 text)		
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 979 Strickland	Introduced 02/04/2026	4/30/2026 Failed Deadline pursuant to Rule 61(b)(6). (Last location was HOUSING on 2/11/2026)	Planning and zoning: housing element: regional housing needs allocation: judicial review. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, which includes, among other mandatory elements, a housing element. Current law requires the council of governments or delegate subregion, as applicable, to adopt a final regional housing needs plan that allocates a share of the regional housing need to each city,		Oppose

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Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			county, or city and county. Current law requires each council of governments and delegate subregion to distribute a draft allocation of regional housing needs to each local government in the region or subregion. Current law authorizes a local government within the region or the delegate subregion or the department to appeal to the council of governments or the delegate subregion for a revision of the share of the regional housing need proposed to be allocated to one or more local governments, as specified. Current law requires the council of governments or the delegate subregion to make a final determination that either accepts, rejects, or modifies each appeal, as provided. This bill would provide that the final determination by the council of governments or the delegate subregion is subject to judicial review, as specified. (Based on 02/04/2026 text)		
SB 1013 Cervantes	Amended 06/15/2026	August 5 set for first hearing. Placed on suspense file.	Automated license plate recognition systems. Existing law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Existing law defines ALPR information as information or data collected through the use of an ALPR system. This bill would provide that “public agency” does not include a transportation agency, a public transit operator, or a local		

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Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			department of transportation or public works department, as specified. The bill would, beginning January 1, 2027, require new, updated, expansions of, or addendums of contractual agreements with ALPR vendors, manufacturers, or suppliers to mandate that no default access is provided to any national ALPR database and that an agency's collected scans are by default not accessible to any other agency, and would impose new requirements on sharing between California state law enforcement agencies. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense or locating an individual who has been reported as missing to a law enforcement agency. (Based on 06/15/2026 text)		
SB 1087 Cabaldon	Amended 06/25/2026	August 5 set for first hearing. Placed on suspense file.	Transportation planning: sustainable communities strategies: transportation funding programs. Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation	Sponsor	Sponsor

Legislative History

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Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. (Based on 06/25/2026 text)		
SB 1136 Blakespear	Amended 04/06/2026	5/14/2026 Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 4/27/2026)	Intercity rail and commuter rail: special events service plans: fare system integration. Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare		

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Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. (Based on 04/06/2026 text)		
SB 1167 Blakespear	Amended 07/01/2026	August 5 set for first hearing. Placed on suspense file.	Vehicles: electric bicycles. Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. (Based on 07/01/2026 text)	Support	
SB 1216 Laird	Amended 06/11/2026	Withdrawn from committee. Re-referred to Com. on RLS. Re-referred to Com. on B. & F. R.	Budget Act of 2026. The Budget Act of 2026 would make appropriations for the support of state government for the 2026–27 fiscal year. This bill would amend the Budget Act of 2026 by amending a section relating to appropriations. This bill would declare that it is to take effect immediately as a Budget Bill. (Based on 06/11/2026 text)		



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Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1246 Cortese	Amended 06/24/2026	August 5 set for first hearing. Placed on suspense file.	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 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. This bill would require remote drivers or local incident technicians, as defined, to be located within the United States and hold a valid driver's license of a state or territory of the United States of the appropriate class with any endorsements required for a human driver to lawfully operate the same vehicle in this state. The bill would require an autonomous vehicle manufacturer to ensure, through its staffing and assignments, that local incident technicians are immediately dispatched upon notification, electronically or otherwise, of an accident involving damage to persons or property, or upon receiving a request from an emergency response official or 911 dispatch center. The bill would, in the event of a fleetwide emergency or system failure, require an		

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High Priority Bills

Wednesday, August 12, 2026

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			autonomous vehicle manufacturer to immediately notify affected local jurisdictions, including emergency dispatch, of the location and status of their fleet and deploy local incident technicians, where appropriate, whenever affected vehicles cannot be remotely recovered and create a traffic hazard or impede emergency response. (Based on 06/24/2026 text)		
SB 1250 Cortese	Amended 05/14/2026	August 5 set for first hearing. Placed on suspense file.	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 on the state highway system. (Based on 05/14/2026 text)		
SB 1375	Amended 08/06/2026	Read second time. Ordered to third	California Environmental Quality Act: exemption: urban intermodal rail station project.	Support	

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Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Cortese		reading. Read third time and amended. Ordered to third reading.	The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA, except as specified, a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. The bill would require a lead agency, if it determines that a project is not subject to CEQA pursuant to this exemption, and it determines to carry out the project, to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk of the county in which the project is located, as provided. The bill would permit exemption only for projects for which a		

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Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			notice of exemption is filed before January 1, 2032. (Based on 08/06/2026 text)		
SB 1408 Arreguín	Amended 04/14/2026	Read second time. Ordered to third reading.	Contra Costa Transportation Authority: transactions and use tax. Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified. (Based on 04/14/2026 text)		
SB 1423 Stern	Amended 06/22/2026	August 5 set for first hearing. Placed on suspense file.	Regional planning: standardized spatial planning datasets. Existing law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. This bill would require the office, on or before July 1, 2027, to compile, standardize,		



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Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			maintain, and make publicly available through a consolidated online platform a core set of statewide standardized spatial planning datasets, as defined. The bill would require the datasets to include specified categories of information, including hazardous risk data, natural resource sensitivity data, and agricultural value data, as provided. The bill would also require the office, on or before January 1, 2028, to develop and provide guidance for agencies to inform how to use and integrate the datasets in regional planning processes and products. The bill would require the office to update those datasets at least every 3 years, as provided. (Based on 06/22/2026 text)		

Legislative History: All Tracked Bills

Measure	Author	Topic	MTC Position	ABAG Position
AB 6	Ward	Residential developments: building standards: review.		
AB 11	Lee	The Social Housing Act.		
AB 33	Aguilar-Curry	Autonomous vehicles.		
AB 35	Alvarez	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Administrative Procedure Act: exemption: program guidelines and selection criteria.		
AB 61	Pacheco	Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.		
AB 90	Jackson	Public postsecondary education: overnight student parking.		
AB 117	Budget Committee	Bay Area Transit Loan		
AB 261	Quirk-Silva	Fire safety: fire hazard severity zones: State Fire Marshal.		
AB 266	Davies	Freeway Service Patrol Act: sponsorship agreement.		
AB 282	Pellerin	Discrimination: housing: source of income.		
AB 306	Schultz	California Building Standards Commission: appeals: code interpretations.		
AB 311	McKinnor	Consumer Driving Data Protection Act of 2026.		
AB 317	Jackson	California First Time Homeowner Dream Act.		
AB 334	Petrie-Norris	Operators of toll facilities: interoperability programs: vehicle information.	Support	
AB 550	Petrie-Norris	The California Endangered Species Act: take of species proposed for listing: renewable electrical generation facilities.		
AB 557	McKinnor	California Factory-Built Housing Law.		
AB 609	Wicks	California Environmental Quality Act: exemption: housing development projects.		
AB 635	Ahrens	Mobilehome Residency Law Protection Program: Attorney General.		
AB 660	Wilson	Planning and Zoning Law: postentitlement phase permits: Housing Accountability Act.		
AB 698	Wicks	Local taxation: real property transfers.		
AB 750	Quirk-Silva	Department of Housing and Community Development.		
AB 768	Ávila Farías	Mobilehome parks: rent protections: local rent control.		
AB 878	Kalra	Victims of abuse or violence: reasonable accommodations.		
AB 891	Zbur	Transportation: Quick-Build Pilot Program.		
AB 902	Schultz	Transportation projects: barriers to wildlife movement.		
AB 906	González, Mark	Planning and zoning: housing elements: affirmatively furthering fair housing.		

Legislative History: All Tracked Bills

AB 913	Rodriguez, Celeste	Housing programs: financing.		
AB 939	Schultz	Housing development: density bonuses: affordability of for-sale units.		
AB 954	Bennett	Interregional transportation strategic plan: bicycle highways.		
AB 956	Quirk-Silva	Accessory dwelling units and junior accessory dwelling units.		
AB 1070	Ward	Residential developments: building standards: review.		
AB 1131	Ta	General plan: annual report: congregate care for the elderly.		
AB 1165	Gipson	California Housing Justice Act of 2025.		
AB 1184	Patterson	Common interest developments: association management and meeting procedures.		
AB 1206	Harabedian	Single-family and multifamily housing units: preapproved plans.		
AB 1240	Lee	Single-family residential real property: corporate entity: ownership.		
AB 1244	Wicks	California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.		
AB 1276	Carrillo	Housing developments: ordinances, policies, and standards.		
AB 1294	Haney	Real property tax: welfare exemption: moderate-income housing.		
AB 1385	Petrie-Norris	Unlawfully restrictive covenants: housing developments: Palisades Fire.		
AB 1421	Wilson	Vehicles: Road Usage Charge Technical Advisory Committee.		
AB 1457	Bryan	General plan: environmental justice element: disadvantaged communities.		
AB 1567	Ta	General plan: annual report: congregate and residential care for the elderly.		
AB 1569	Davies	Pupil safety: electric bicycle: safety and training program.		
AB 1573	Bryan	Land use: housing elements: target population.		
AB 1588	Stefani	Vehicles: Sideshow Accountability and Community Safety Act.		
AB 1599	Ahrens	Public transit: California Transit Stop Registry: transit datasets.		
AB 1608	Wilson	Office of the Inspector General, High-Speed Rail.		
AB 1613	Wilson	Vehicles: off-highway motor vehicle safety.		
AB 1729	Lee	State employment: telework programs.		
AB 1740	Zbur	Coastal resources: local coastal program: coastal development permits: City of Santa Monica.		
AB 1786	Harabedian	Public contracts: best value construction contracting for counties, cities, and the San Gabriel Valley Council of Governments.		
AB 1837	González, Mark	Video imaging of parking violations.	Support	
AB 1883	Bryan	Workplace surveillance tools.		
AB 1898	Schultz	Workplace artificial intelligence tools.		

Legislative History: All Tracked Bills

AB 1919	Pellerin	Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.		
AB 1942	Bauer-Kahan	Electric bicycles: registration and special license plates.		
AB 1944	Lee	Zero-emission transit buses: axle weight.		
AB 1976	Wicks	Streets and highways: pedestrian and bicycle facilities.		
AB 2002	Solache	Local government assistance: Regional Early Action Planning Fund.		
AB 2015	Wicks	Department of Transportation: third-party navigation applications: study and report.		
AB 2027	Ward	Worker data: prohibitions: artificial intelligence.		
AB 2051	Wicks	Public resources: Coastal Resilience Permitting Working Group.		
AB 2059	Wilson	California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.		
AB 2168	Wicks	Active Transportation Program: guidelines.		
AB 2182	Irwin	Energy efficiency: financing options: custom agricultural and industrial efficiency projects.		
AB 2184	Wilson	Cap-and-Invest Program: nature-based climate solutions: funding.		
AB 2185	Quirk-Silva	Housing: multifamily affordable housing programs.		
AB 2193	Ta	Autonomous vehicles.		
AB 2263	Kalra	Santa Clara Valley Transportation Authority: employee housing: transit-oriented joint development projects.		
AB 2276	Soria	Vehicles: active intelligent speed assistance devices.		
AB 2296	Papan	Planning and zoning: housing element: regional housing needs allocation.		
AB 2308	Haney	Redevelopment: successor agency debt: City and County of San Francisco.	Support	
AB 2341	Fong	Local government: emergency response services: use of languages other than English.		
AB 2346	Wilson	Vehicles: electric bicycles and speed limits.		
AB 2351	Bonta	General plan: annual report: shelter beds.		
AB 2372	Hoover	Vehicles: tolls.		
AB 2373	Dixon	The California Coastal Act: local coastal program: sea level rise plan: neighborhood-scale adaptation approach.		
AB 2453	Rodriguez, Michelle	Vehicles: off-highway motor vehicles.		
AB 2463	Petrie-Norris	Public Utilities Commission: rates: returns on equity.		

Legislative History: All Tracked Bills

AB 2484	Alvarez	San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.		
AB 2508	Hoover	Public Utilities Public Purpose Programs Fund.		Oppose
AB 2521	Papan	California Council on Science and Technology: water availability study: Central Valley.		
AB 2543	Ransom	Emergency preparedness: fuel and transportation resources: assessment.		
AB 2552	Ávila Farías	California Environmental Quality Act: Transit-Oriented Development Implementation Fund: contributions.		
AB 2560	Schultz	Climate Action Plan for Transportation Infrastructure: goals.		
AB 2576	Harabedian	Transit-oriented development: exclusions: historic sites.		
AB 2595	Papan	San Mateo Electric Bicycle Safety Pilot Program.		
AB 2656	Petrie-Norris	Public employees: notice: artificial intelligence performing service within scope of work.		
AB 2682	Berman	Transportation network company drivers: labor relations: appeals.		
ABX1 2	Gabriel	Budget Act of 2024.		
ACA 3	Haney	University of California: home down payment loans for support staff.		
ACA 4	Jackson	Homelessness and affordable housing.		
ACA 12	Wallis	Road usage charges: vote and voter approval requirements.		
ACA 22	Wicks	Local taxes: limitation		
AJR 22	Arambula	Federal Infrastructure Bank.		
HR 1	Pacheco	Relative to the Standing Rules of the Assembly for the 2025–26 Regular Session.		
HR 26	Boerner	Relative to Bike to School Day.		
SB 10	Padilla	Climate change: plans: gender impacts.		
SB 33	Cortese	Public contracts: claim resolution.		
SB 52	Pérez	Housing rental terms: algorithmic devices.		
SB 69	McNerney	Artificial intelligence program: Attorney General.		
SB 117	Committee on Budget and Fiscal Review	Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.		
SB 417	Cabaldon	The Affordable Housing Bond Act of 2026.	Support and Seek Amendments	Support and Seek Amendments
SB 436	Wahab	Unlawful detainer: notice to terminate tenancy.		
SB 445	Wiener	High-speed rail: third-party agreements, permits, and approvals: regulations.		

Legislative History: All Tracked Bills

SB 457	Becker	Housing element compliance: committed assistance: in-kind services: realistic capacity formula.		
SB 492	Menjivar	Youth Housing Bond Act of 2026.		
SB 522	Wahab	Housing: tenant protections.		
SB 545	Cortese	High-speed rail: economic opportunities.		
SB 569	Blakespear	Bikeways: reversions and modifications.		
SB 606	Becker	Homeless Housing, Assistance, and Prevention program: reporting requirements: functional zero unsheltered.		
SB 667	Archuleta	Railroads: safety: report.		
SB 677	Wiener	Housing financing: joint powers agreements: bond approvals: subdivisions: tentative and final maps: appeals.		
SB 715	Allen	Regional housing need: methodology: distribution.		
SB 722	Wahab	Transit-oriented housing development: excluded parcels and sites.		
SB 741	Blakespear	Low Carbon Transit Operations Program.		
SB 750	Cortese	California Housing Finance and Credit Act.	Support	Support
SB 772	Cabaldon	Infill Infrastructure Grant Program of 2019: applications: eligibility.		
SB 802	Ashby	Housing finance and development: Sacramento Regional Housing and Homelessness Joint Powers Authority Act.		
SB 830	Arreguín	Public Transit Revenue Measure District: revenue measure: election procedures.		
SB 905	Becker	Electricity.		
SB 922	Laird	Vehicles: local agency charges: use of streets or highways.		
SB 967	Blakespear	Planning and zoning: housing element: interim housing units: acutely low income households.		
SB 1008	Ochoa Bogh	California Environmental Quality Act: exemption: railroad grade crossing closure.		
SB 1013	Cervantes	Automated license plate recognition systems.		
SB 1034	McNerney	Vehicles: special license plates.		
SB 1087	Cabaldon	Transportation planning: sustainable communities strategies: transportation funding programs.	Sponsor	Sponsor
SB 1091	Caballero	Community Anti-Displacement and Preservation Program.		
SB 1136	Blakespear	Intercity rail and commuter rail: special events service plans: fare system integration.		
SB 1166	Arreguín	Alameda-Contra Costa Transit District: employee relations.		
SB 1167	Blakespear	Vehicles: electric bicycles.	Support	

Legislative History: All Tracked Bills

SB 1177	Cortese	High-Speed Rail Authority: project update report.		
SB 1213	Reyes	Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency.		
SB 1216	Laird	Budget Act of 2026.		
SB 1246	Cortese	Autonomous vehicles.		
SB 1250	Cortese	State highway system: wildlife connectivity.		
SB 1256	Jones	Subdivision Map Act: action or proceeding.		
SB 1279	Gonzalez	Speed safety systems.		
SB 1292	Richardson	Enhanced curb management system.		
SB 1324	Blakespear	Passenger and freight rail: LOSSAN Rail Corridor: working group report.		
SB 1361	Durazo	Transit-oriented housing developments: local governments: transit agencies and projects.		
SB 1375	Cortese	California Environmental Quality Act: exemption: urban intermodal rail station project.	Support	
SB 1408	Arreguin	Contra Costa Transportation Authority: transactions and use tax.		
SB 1411	Stern	Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.	Support and Seek Amendments	
SB 1423	Stern	Regional planning: standardized spatial planning datasets.		
SB 1425	Cortese	High-Speed Rail Authority: property: operating right-of-way.		
SR 4	Gonzalez	Standing Rules of the Senate for the 2025-26 Regular Session.		

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/>