INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
(213) 236-1800
www.scag.ca.gov

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Transportation
Mike T. Judge, Ventura County Transportation Commission

MEETING OF THE

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

REMOTE PARTICIPATION ONLY

Tuesday, August 18, 2026
8:30 a.m. – 10:00 a.m.

To Attend and Participate on Your Computer:
https://scag.zoom.us/j/84376025323

To Attend and Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 843 7602 5323

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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: https://scag.ca.gov/meetings-leadership.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1895. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Monday, August 17, 2026** will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on **Monday, August 17, 2026** will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the "raise hand" function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.

General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

In accordance with SCAG's Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is "willfully interrupted" and the "orderly conduct of the meeting" becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

Cindy Allen City of Long Beach - City Hall 411 W. Ocean Boulevard, 11th Floor Long Beach, CA 90802	**Ryan Balius** City of Anaheim - City Hall Public Works South Conf. Rm., 2nd Floor 200 S. Anaheim Boulevard Anaheim, CA 92805	**Wendy Bucknum** 1801 East Katella Avenue, Suite 1002 Anaheim, CA 92805
Ulises Cabrera City of Moreno Valley – City Hall City Manager's Conference Room 14177 Frederick Street Moreno Valley, CA 92553	**Jenny Crosswhite** City of Santa Paula - City Hall 970 E. Ventura Street Santa Paula, CA 93060	**J. John Dutrey** City of Montclair – City Hall Mayor's Office 5111 Benito Street Montclair, CA 91763
Margaret Finlay 2221 Rim Road Duarte, CA 91008	**Gary Gardner** 65925 Buena Vista Avenue Desert Hot Springs, CA 92240	**Mike Goodsell** SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243
Jan Harnik City of Palm Desert - City Hall 73-510 Fred Waring Drive Palm Desert, CA 92260	**Patricia Lock Dawson** City of Riverside - City Hall 7th Floor Conference Room 3900 Main Street Riverside, CA 92522	**Ray Marquez** 15922 Old Carbon Road Chino Hills, CA 91709
Gil Rebollar SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243	**Suely Saro** City of Long Beach – City Hall Floor 2 - The Colorado 411 W Ocean Boulevard Long Beach, CA 90802	**David J. Shapiro** City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302
Donald P. Wagner County Administration North 6th Floor Conference Room 601 A 400 West Civic Center Drive Santa Ana, CA 92701	**Alan Wapner** City of Ontario – City Hall Conference Room 1 303 East B Street Ontario, CA 91764	**Mark Waronek** 24116 Alliene Avenue Lomita, CA 90717
Thomas Wong City of Monterey Park – City Hall 320 West Newmark Avenue Monterey Park, CA 91754	**Frank Yokoyama** 11540 Gonsalves Street Cerritos, CA 90703	

* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.

LCMC - Legislative/Communications and Membership Committee
Members – August 2026

1. **Hon. Margaret Finlay**
   LCMC Chair, Duarte, RC District 35
2. **Hon. Jan Harnik**
   LCMC Vice Chair, RCTC Representative
3. **Hon. Cindy Allen**
   Long Beach, RC District 30
4. **Hon. Ryan Balius**
   Anaheim, RC District 19
5. **Hon. Wendy Bucknum**
   Mission Viejo, RC District 13
6. **Hon. Ulises Cabrera**
   Moreno Valley, RC District 69
7. **Hon. Jenny Crosswhite**
   Santa Paula, RC District 47
8. **Hon. J. John Dutrey**
   Montclair, RC District 9
9. **Hon. Gary Gardner**
   Desert Hot Springs, RC District 2
10. **Hon. Mike Goodsell**
    ICTC Representative
11. **Sup. Curt Hagman**
    San Bernardino County
12. **Hon. Laura Hernandez**
    Port Hueneme, RC District 45
13. **Hon. Patricia Lock Dawson**
    LCMC Chair, Riverside, RC District 68
14. **Hon. Ray Marquez**
    Chino Hills, RC District 10
15. **Hon. Gil Rebollar**
    Brawley, RC District 1
16. **Hon. Suely Saro**
    Long Beach, RC District 29

17. **Hon. David J. Shapiro**
    Calabasas, RC District 44

18. **Sup. Donald Wagner**
    Orange County

19. **Hon. Alan Wapner**
    SBCTA Representative

20. **Hon. Mark Waronek**
    Lomita, RC District 39

21. **Hon. Thomas Wong**
    Monterey Park, RC District 34

22. **Hon. Frank A. Yokoyama**
    Cerritos, RC District 23

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
REMOTE PARTICIPATION ONLY
Tuesday, August 18, 2026
8:30 AM

The Legislative/Communications and Membership Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
(The Honorable Margaret Finlay, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)
This is the time for public comments on any matter of interest within SCAG's jurisdiction that is ***not*** listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

<u>Approval Items</u>

1. Minutes of the Meeting – June 16, 2026 **PG. 8**

2. SCAG Memberships and Sponsorships **PG. 16**

<u>Receive and File</u>

3. Legislative Tracking Report **PG. 20**

ACTION ITEM

4. SB 675 (Padilla) - Imperial County Air Pollution Control District Reform Follow-Up **PG.55**
(David Angel, Senior Legislative Affairs Analyst, SCAG)

RECOMMENDED ACTION:
Staff recommends a "watch" position for Senate Bill (SB) 675 (Padilla).

5. Transportation Policy and Safety Improvements — PG. 60
(Jorge Zavala, Legislative Affairs Analyst, SCAG)

RECOMMENDED ACTION:
Staff recommends support for Senate Bill (SB) 741 (Blakespear) and SB 1167 (Blakespear).

INFORMATION ITEMS

6. SCAG Sponsor Bill Update — PG. 67
(Francisco Barajas, Legislative Affairs Supervisor, SCAG)

7. August 2026 Legislative Advocacy Update — PG. 77
(David Angel, Senior Legislative Affairs Analyst, SCAG)

CHAIR UPDATE
(The Honorable Margaret Finlay, Chair)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE
(Javiera Cartagena, Chief Government and Public Affairs Officer)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

AGENDA ITEM 1

MINUTES

Southern California Association of Governments
August 18, 2026

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, JUNE 16, 2026

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC). A DIGITAL RECORDING OF THE MEETING IS AVAILABLE AT: http://scag.iqm2.com/Citizens/.

The Legislative/Communications and Membership Committee (LCMC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

Hon. Margaret Finlay (Chair)	***Duarte***	**District 35**
Hon. Jan Harnik (Vice Chair)		**RCTC**
Hon. Ray Balius	*Anaheim*	District 19
Hon. Wendy Bucknum	*Mission Viejo*	District 13
Hon. Jenny Crosswhite	*Santa Paula*	District 47
Hon. J. John Dutrey	*Montclair*	District 9
Hon. Gary Gardner	*Desert Hot Springs*	District 2
Hon. Mike Goodsell		ICTC
Sup. Curt Hagman		San Bernardino County
Hon. Laura Hernandez	*Port Hueneme*	District 45
Hon. Patricia Lock Dawson	*Riverside*	District 68
Hon. Ray Marquez	*Chino Hills*	District 10
Hon. David J. Shapiro	*Calabasas*	District 44
Hon. Alan Wapner		SBCTA
Hon. Mark Waronek	*Lomita*	District 39
Hon. Thomas Wong	*Monterey Park*	District 34
Hon. Frank Yokoyama	*Cerritos*	District 23

Members Not Present

Hon. Cindy Allen	*Long Beach*	District 30
Hon. Ulises Cabrera	*Moreno Valley*	District 69
Hon. Gil Rebollar	*Brawley*	District 1
Hon. Suely Saro	*Long Beach*	District 29
Sup. Donald Wagner		Orange County

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Margaret Finlay called the meeting to order at 8:32 a.m. and called upon Hon. Gary Gardner, Desert Hot Springs, District 2, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PRESENTATION
(Michael Pimentel, Executive Director, California Transit Association)

There were no public comments for the presentation.

Chair Finlay introduced Michael Pimentel, Executive Director of the California Transit Association (CTA), to provide an update on CARB's recently adopted Cap-and-Invest Program amendments and their anticipated impacts on transportation and climate funding.

Mr. Pimentel reported that CTA responded by leading a broad coalition of transportation, housing, environmental, labor, and business organizations to raise awareness and advocate against the amendments' impacts. Coalition efforts included legislative outreach, letters of support, lobby days, and direct engagement with CARB board members and legislators. These efforts contributed to increased legislative oversight, including a letter signed by 28 legislators expressing concerns about the amendments.

He stated that CARB approved the amendments on May 29 by a 10-3 vote following extensive public comment. Although the amendments were adopted, CARB also directed staff to work with the Governor, Department of Finance, and Legislature to emphasize the need for stable funding for affordable housing and public transit programs.

Mr. Pimentel advised that the amendments would take effect on September 1, with funding impacts expected beginning in FY 2026-27 and becoming more significant in FY 2027-28. CTA and its coalition have continued advocating for restoration of funding for affected programs. He noted that the Legislature's budget agreement includes placeholder language to revisit GGRF spending priorities, creating an opportunity to pursue funding solutions. He encouraged stakeholders to engage their Assembly members, support protection of Tier 3 programs, and assist in expanding the coalition's advocacy efforts. Mr. Pimentel concluded his presentation and responded to questions from the committee.

Chair Finlay opened the floor to the committee members for questions or comments.

Following a robust discussion, Chair Finlay thanked Mr. Pimentel for his presentation and the valuable information provided to the committee.

PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS

Chair Finlay opened the Public Comment Period for items not listed on the agenda and outlined the instructions for public comments. She noted that this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction not listed on the agenda.

SCAG staff confirmed that no public comments were submitted via email to ePublicComment@scag.ca.gov or any raised hands. Seeing and hearing no public comment speakers, Chair Finlay closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

CONSENT CALENDAR

Approval Item

1. Minutes of the Meeting – May 26, 2026

2. SCAG Memberships and Sponsorships

Receive and File

3. Legislative Tracking Report

4. 2026 Regional Conference & General Assembly Post-Event Recap

There were no public comments for the Consent Calendar.

Chair Finlay opened the floor to the committee members for questions or comments.

There were no comments for the Consent Calendar.

A MOTION was made (Hagman) to approve Consent Calendar Items 1 through 4. The MOTION was SECONDED (Harnik) and APPROVED by a majority roll call vote as follows:

AYES: Balius, Bucknum, Crosswhite, Dutrey, Finlay, Gardner, Goodsell, Hagman, Harnik, Hernandez, Lock Dawson, Marquez, Shapiro, Wapner, Waronek, Wong, and Yokoyama (17)

NOES: None (0)

ABSTAINS: None (0)

ACTION ITEMS

5. AB 2296 (Papan) – RHNA Timeline Extension

There were no public comments for Item No. 5.

Mr. David Angel, Senior Legislative Affairs Analyst, presented an overview of AB 2296 (Papan) sponsored by the California League of Cities. He explained that the bill would extend key deadlines in the Regional Housing Needs Assessment (RHNA) process by providing additional time on the front end of the cycle, between issuance of the regional housing determination and local housing element adoption deadlines, to improve housing element compliance without changing statutory housing element deadlines.

Mr. Angel noted that AB 2296 was a reintroduction of AB 650, which SCAG had supported in the prior legislative session, but which was vetoed by the Governor. He explained that the new bill removed provisions that contributed to the veto and focused primarily on extending RHNA-related timelines. While staff supported the bill's overall policy objective, he stated that several proposed deadline changes could create challenges for SCAG's ongoing 7th Cycle RHNA process. In particular, the revised draft allocation timeline would significantly compress the schedule for public outreach, hearings, board review, and required HCD approvals, potentially limiting meaningful public engagement and accelerating decision-making.

Mr. Angel reported that SCAG staff had discussed these concerns with the League of Cities and were seeking amendments or exemptions for regions whose RHNA processes were already underway. As such, staff recommended a "Support if Amended" position to ensure the bill's changes would not adversely affect SCAG's 7th Cycle RHNA process while still advancing the goal of improved housing planning and compliance.

Chair Finlay opened the floor to the committee members for questions or comments.

A MOTION was made (Bucknum) to approve Item No. 5. The MOTION was SECONDED (Gardner) and APPROVED by a majority roll call vote as follows:

AYES: Balius, Bucknum, Crosswhite, Dutrey, Finlay, Gardner, Goodsell, Hagman, Harnik, Hernandez, Lock Dawson, Marquez, Shapiro, Wapner, Waronek, Wong, and Yokoyama (17)

NOES: None (0)

ABSTAINS: None (0)

6. Mid-Cycle Legislative Update

There were no public comments for Item No. 6.

David Angel, Senior Legislative Affairs Analyst, and Jorge Zavala, Legislative Affairs Analyst, provided a mid-cycle legislative update on several bills related to SCAG's core policy areas. Mr. Angel reported that the Legislature had passed key mid-session deadlines and highlighted active legislation involving air quality, housing, homelessness, transit-oriented development, and redistricting. He reviewed SB 675 (Padilla), which would restructure the Imperial County Air Pollution Control District and expand transparency requirements, noting concerns regarding local control, unfunded mandates, and restrictions on issuing certain air quality permits. He also discussed SB 866 (Blakespear), which would expand homelessness-related reporting requirements for jurisdictions that do not receive HHAP funding, and outlined concerns that the measure could impose additional mandates on local governments.

Mr. Zavala presented SB 1123 (Caballero), which would require state agencies to consider both costs and benefits when evaluating the economic impacts of proposed regulations, potentially reducing the number of regulations classified as major regulations. Mr. Angel then reviewed SB 1361 (Durazo), a Metro-sponsored bill related to transit-oriented development and transit project approvals. He noted that the bill had been significantly amended, reducing opposition from local government, housing, and environmental groups. He also presented SB 1414 (Reyes), which would establish an independent citizens redistricting commission for San Bernardino County, transferring redistricting authority from the County Board of Supervisors to a new commission.

The presentation concluded with updates on AB 1777 (Garcia), which would authorize the California Air Resources Board to regulate emissions from indirect sources such as warehouses and ports, and AB 2168 (Wicks), which would revise the Active Transportation Program to prioritize projects that improve access to transit.

Chair Finlay opened the floor to the committee members for questions or comments.

Following the presentation, several committee members expressed concerns regarding legislation affecting local control. Supervisor Curt Hagman voiced strong opposition to SB 1414 (Reyes), arguing that it would overturn a voter-approved redistricting process in San Bernardino County, introduce partisan considerations into a traditionally nonpartisan local process, and diminish local authority. He noted that numerous cities, labor organizations, public safety groups, and the County of San Bernardino opposed the measure and advocated for SCAG to take an official opposition position.

Hon. Bucknum raised concerns regarding several bills and suggested that SB 675 (Padilla), SB 866 (Blakespear), and AB 2168 (Wicks) warranted additional discussion and potential committee positions. She questioned whether SCAG should oppose SB 866 (Blakespear) because it would impose additional homelessness-related reporting requirements on local jurisdictions and noted significant opposition from cities and the League of California Cities. She also requested a future update regarding public comments on SB 79 (Wiener, 2025) implementation and the status of SB 1087 (Cabaldon).

Hon. Alan Wapner joined the discussion on SB 1414 (Reyes), stating that if the proposal represented good public policy, it should be applied statewide rather than targeting a single county. He contended that the bill was inherently political despite its stated purpose of reducing political influence and expressed support for taking a strong oppose position on the measure. He subsequently seconded the motion to oppose the bill.

Hon. Mike Goodsell discussed SB 675 (Padilla), noting that opinions within the county were divided. While some jurisdictions supported the proposal, others opposed it. Concerns were raised that the bill could alter an already functioning governance structure and reduce local control over air quality governance.

Hon. Harnik expressed concern about both the Imperial County and San Bernardino County bills, stating that they appeared to reflect significant state intervention in local affairs and warranted careful review. Staff explained that the informational updates were intended to gauge committee interest and identify bills that members believed merited formal policy positions.

After discussion, Supervisor Hagman moved that the committee recommend an oppose position on SB 675 (Padilla) and SB 1414 (Reyes) to the Regional Council, citing concerns regarding local government autonomy. Hon. Bucknum offered a friendly amendment to add SB 866 (Blakespear) to the motion, which was accepted. The committee discussed moving the items forward as action items and taking an oppose position on SB 675, SB 866, and SB 1414.

A MOTION was made (Bucknum) to recommend an oppose position to the Regional Council on SB 675 (Padilla), SB 866 (Blakespear), and SB 1414 (Reyes) under Item No. 6. The MOTION was SECONDED (Gardner) and APPROVED by a majority roll call vote as follows:

AYES: Balius, Bucknum, Crosswhite, Dutrey, Finlay, Gardner, Goodsell, Hagman, Harnik, Hernandez, Lock Dawson, Marquez, Shapiro, Wapner, Wong, and Yokoyama (16)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEMS

7. BUILD America 250 Act (H.R. 8870)

There were no public comments for Item No. 7.

Mr. Francisco Barajas, the Legislative Affairs Supervisor, provided an informational update on the federal Surface Transportation Reauthorization process and noted that additional details were included in the committee report.

Chair Finlay opened the floor to the committee members for questions or comments.

There were no comments for Item No. 7.

CHAIR UPDATE

Due to time constraints, the Chair Update was not presented.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Due to time constraints, the Division Update was not presented.

FUTURE AGENDA ITEMS

None.

ANNOUNCEMENTS

None.

ADJOURNMENT

There being no further business, Chair Finlay adjourned the Legislative/Communications and Membership Committee meeting at 10:07 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE]

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Legislative / Communications and Membership Committee

2026-2027

	MEMBERS	Representing	MAY	JUN	JUL (Dark)	AUG	SEP	OCT	NOV	DEC (Dark)	JAN	FEB	MAR	APR	MAY	Total Mtgs Attended YTD
1	**Allen, Cindy**	Long Beach, RC District 30	1	0												**1**
2	**Balius, Ryan**	Anaheim, RC District 19	1	1												**2**
3	**Bucknum, Wendy**	Mission Viejo, RC District 13	1	1												**2**
4	**Cabrera, Ulises**	Moreno Valley, RC District 69	0	0												**0**
5	**Crosswhite, Jenny**	Santa Paula, RC District 47	1	1	**D**					**D**						**2**
6	**Dutrey, John**	Montclair, RC District 9	1	1												**2**
7	**Gardner, Gary**	Desert Hot Springs, RC District 2	1	1												**2**
8	**Goodsell, Mike**	ICTC	1	1												**2**
9	**Finlay, Margaret (Chair)**	Duarte, RC District 35	1	1												**2**
10	**Hagman, Curt**	San Bernardino County	0	1												**1**
11	**Harnik, Jan C. (Vice Chair)**	RCTC	1	1												**2**
12	**Hernandez, Laura**	Port Hueneme, RC District 45	1	1	**A**					**A**						**2**
13	**Lock Dawson, Patricia**	Riverside, RC District 68	1	1												**2**
14	**Marquez, Ray**	Chino Hills, RC District 10	1	1												**2**
15	**Rebollar, Gil**	Brawley, RC District 1	0	0	**R**					**R**						**0**
16	**Saro, Suely**	Long Beach, RC District 29	1	0												**1**
17	**Shapiro, David J.**	Calabasas, RC District 44	1	1												**2**
18	**Wagner, Donald P.**	Orange County	1	0	**K**					**K**						**1**
19	**Wapner, Alan**	SBCTA	1	1												**2**
20	**Waronek, Mark**	Lomita, RC District 39	1	1												**2**
21	**Wong, Thomas**	Monterey Park, District 34	1	1												**2**
22	**Yokoyama, Frank**	Cerritos, RC District 23	1	1												**2**

AGENDA ITEM 2

REPORT

Southern California Association of Governments
August 18, 2026

To:	RC - Regional Council LCMC - Legislative/Communications and Membership Committee	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Jorge Zavala, Legislative Affairs Analyst 213-630-1414, zavala@scag.ca.gov	Kome Ajise
Subject:	SCAG Memberships and Sponsorships	

RECOMMENDED ACTION:
Approve up to $96,522 to maintain memberships with 1) California Association of Councils of Governments (CALCOG) ($55,572), 2) Association of Metropolitan Planning Organization (AMPO) ($31,050), and 3) Eno Center for Transportation ($9,900).

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

BACKGROUND:

Item 1: California Association of Councils of Governments (CALCOG)
Type: Membership **Amount:** $55,572

California Association of Councils of Governments (CALCOG) is a statewide association representing 51 regional member agencies to serve its members' needs for regional coordination and policy development. CALCOG works with and through its members to provide a strong voice for regional organizations in Sacramento:

- Most recently CALCOG, alongside with SCAG, co-sponsored AB 2002 (2026) by Assemblymember José Luis Solache (D-Lynwood). AB 2002 would codify the Regional Early Action Planning (REAP) Fund to provide state funding to councils of governments and local jurisdictions to support implementation of the 7th and future RHNA cycles.

- In 2021, CALCOG exerted tremendous leadership in the creation of the REAP 2.0 program. In so doing it helped to secure $560 million for MPO regions to support Sustainable Communities Strategy implementation through projects that promote infill housing development and reduce vehicle miles traveled (VMT). In 2024, CALCOG was also an important partner in the effort to extend the REAP 2.0 expenditure and reporting deadline to ensure that all SCAG grantees could complete their projects without risk of these dollars reverting to the state general fund.

- In 2019, CALCOG played a key role in the creation of the first Regional Early Action Planning (REAP) program, which received a $125 million allocation in the state budget for that year. SCAG received $47 million to help local communities promote and increase the housing supply.

Beyond advocacy, CALCOG provides the following membership benefits:

- Access to a network of more than 50 regional agencies across California.

- Staff access to leadership development programs, retreats, webinars, and workshops.

- Staff participation in the California Academy for Regional Leaders (CARL), a leadership training program, with several SCAG employees having completed the series.

- Regional leadership forum, CALCOG's flagship conference, bringing together approximately 250+ board members, executives, and regional planning professionals annually.

- Direct Coordination with California's four largest MPOs through the “Big 4” partnership.

SCAG maintains a significant leadership presence within the organization. This year, former SCAG President Jan Harnik is serving as CALCOG’s President. LCMC Chair Margaret Finlay is the CALCOG board member representing SCAG. The Fiscal Year (FY) 2026-2027 annual dues are $55,572.

Item 1: Association of Metropolitan Planning Organizations (AMPO)
Type: Membership **Amount:** $31,050

The Association of Metropolitan Planning Organizations (AMPO) is a membership organization established in 1994 to serve the needs and interests of metropolitan planning organizations (MPOs) nationwide. AMPO is dedicated exclusively to MPOs, while other membership organizations in which SCAG participates, such as the National Association of Regional Councils (NARC) and the Coalition for America’s Gateways and Trade Corridors (CAGTC), include other public agencies that may not be federally designated MPOs. Approximately 70% of U.S. MPOs are members, providing SCAG with access to one of the largest national networks focused on metropolitan transportation planning.

AMPO offers the following membership benefits and resources:

- Federal Policy Advocacy & Analysis focused specifically on the interests of MPOs. AMPO has worked directly with SCAG on federal policy initiatives and congressional engagement.

- Seven AMPO Interest Groups supporting collaboration and peer-to-peer learning opportunities.

- Dozens of virtual meetings and training sessions annually and dozens of AICP certification credit opportunities.

- National MPO Leadership Forum for Executive Directors, offering quarterly discussions on federal funding and emerging issues from Washington, D.C.

- Leadership opportunities through AMPO's board of directors, committees, and interest group leadership teams.

AMPO's annual conference will be held this September 14 through 18 in Sacramento and will provide a robust program covering current issues, including the future of transportation, data collection, and national legislative issues. Several SCAG staff will be attending and presenting at the event.

Additionally, AMPO members can join the member-run Technical Committee, which defines planning practices for active transportation initiatives, emerging technologies, GIS, and data visualization.

SCAG became an AMPO member in November 2023 and is now renewing its membership for the next full fiscal year at a cost of $31,050.

Item 3: Eno Center for Transportation
Type: Membership **Amount:** $9,900

The Eno Center for Transportation's mission is to continuously improve transportation by working across all modes of transportation to cultivate visionary leadership through its Center for Transportation Policy (CTP) and Center for Transportation Leadership (CTL).

Eno Transportation Weekly (ETW) provides vital intelligence to SCAG regarding federal policy and legislation. ETW's high-quality analyses cover critical topics, such as surface transportation reauthorization, appropriations bills, competitive grant programs, federal budgets, and emerging technologies. Ten (10) subscriptions are available to SCAG trough this membership.

- As part of SCAG's 2026 D.C. Reception & Hill Lobby Day, SCAG met with Rebecca Higgins, Eno's Vice President of Policy. This direct engagement occurred the morning after the House

Transportation & Infrastructure Committee released its “BUILD America 250 Act,” its vision for the next iteration of surface transportation policy.

- Ms. Higgins also shared her expertise by presenting virtually at the Legislative/Communications and Membership Committee (LCMC) meeting in August of 2025.

While the standard cost is $11,000, SCAG receives a 10% government discount, bringing the total to $9,900. This membership provides 10 subscriptions to ETW, ensuring SCAG staff stay informed on federal developments.

FISCAL IMPACT:
$55,572 for the California Association of Councils of Governments (CALCOG) membership is divided between the FY 27 Indirect Cost and FY 27 General Fund budgets. $31,050 for the Association of Metropolitan Planning Organizations (AMPO) and $9,900 for Eno Center for Transportation are included in FY 27 Indirect Cost budget.

AGENDA ITEM 3

REPORT

Southern California Association of Governments
August 18, 2026

To: LCMC - Legislative/Communications and Membership Committee

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

From: Jorge Zavala, Legislative Affairs Analyst
213-630-1414, zavala@scag.ca.gov

Subject: Legislative Tracking Report

RECOMMENDED ACTION:
Receive and file.

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:
The Legislative Tracking Report is provided to keep the Legislative/Communications and Membership Committee (LCMC) apprised of the bills in Sacramento that have a nexus to the Regional Council's adopted Legislative Platform. This report also contains an update on key legislative deadlines.

BACKGROUND:
SCAG's Legislative Tracking Report serves as a resource for the Committee to remain informed on bills moving through the legislative process in Sacramento. The report tracks 123 measures with a nexus to the Regional Council's adopted 2025-26 State and Federal Legislative Platform.

On June 30, 2026, the Governor and State Legislature approved and enacted a $352 billion state budget for FY 2026-27. The budget closes the state's projected shortfall through a combination of stronger-than-expected tax revenues, new tax measures, spending delays, and reserve management while setting aside approximately $6.4 billion for future fiscal years. While state leaders emphasize that the budget balances the state's finances for a second consecutive year, some observers note that several long-term fiscal challenges, including rising Medi-Cal costs and uncertainty regarding future federal funding, remain unresolved and may need to be addressed by the next administration.

On August 3, 2026, the California State Legislature reconvened from Summer Recess and resumed consideration of legislation during the final month of the 2025-26 legislative session. Legislative activity will now focus on floor amendments, final committee actions, and votes on remaining bills before they are sent to the Governor. Following final passage by both houses, legislation will be transmitted to the Governor for consideration, with September 30, 2026, serving as the deadline to sign or veto bills passed during the session. The conclusion of legislative business this year will also mark the end of the 2025-26 two-year legislative cycle.

SCAG is already tracking 123 measures early in the session. SCAG's state bill tracking document, containing information on all 123 measures, can be found at www.scag.ca.gov/legislation, under the "Legislative Tracking" tab.

As the Session progresses, staff will continue to provide an updated calendar of legislative deadlines and bill tracker reports with the most relevant and pressing bills. The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
August 3, 2026	Legislature reconvenes from Summer Recess
August 14, 2026	Last day for fiscal committees to meet and report bills
August 21, 2026	Last day to amend bills on the Floor
August 31, 2026	Last day for each house to pass bills
September 30, 2026	Last day for Governor to sign or veto bills.

FISCAL IMPACT:
Work associated with the Legislative Tracking staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):
1. All SCAG tracked CA Bills

CRUZ STRATEGIES

All SCAG Active Tracked Bills
8/7/2026

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

Status: 07/29/2026 - In committee: Hearing postponed by committee.

Summary: The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate to administer a program for the equitable apportionment of basic property insurance for persons who are unable to obtain that coverage through normal channels. Existing law requires the association to implement programs to help reduce the number of existing FAIR Plan policies, including clearinghouse programs in which a participating insurer offers homeowners or commercial insurance to FAIR Plan policyholders. Existing law requires an agent or broker transacting basic property insurance to assist a person in obtaining basic property insurance coverage by one of several specified methods, including making an application for insurance through the FAIR Plan. On and after January 1, 2028, this bill would authorize the association to share policyholder information with insurers participating in the clearinghouse program, as specified, to allow a participating insurer to offer a policy to a FAIR Plan policyholder and, if there is an agent or broker of record listed on the policy, would require the insurer to make the offer simultaneously to the agent or broker of record and the FAIR Plan policyholder. Commencing May 1, 2027, the bill would require a participating insurer to report to the association on a quarterly basis the number of policies it has issued to FAIR Plan policyholders. The bill would require the association to report aggregated numbers within 30 days, as specified, and post and quarterly update on its internet website a list of participating insurers in the clearinghouse programs. (Based on 06/22/2026 text)

AB 262 (**Caloza, D**) **California Housing and Homelessness Agency: PINK Alert.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law, the Governor's Reorganization Plan No. 1 of 2025, beginning July 1, 2026, eliminates the Business, Consumer Services, and Housing Agency and instead establishes the Business and Consumer Services Agency and the California Housing and Homelessness Agency (agency). Existing law requires the agency to coordinate with the California Health and Human Services Agency and the California Consumer Protection Agency on various state policies, including housing. This bill would require the agency to create a study on issues impacting pregnant people experiencing homelessness and report the results of the study, as well as recommendations to establish a PINK Alert, to the Legislature by July 1, 2028. (Based on 06/22/2026 text)

AB 306 (**Schultz, D**) **California Building Standards Commission: appeals: code interpretations.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law authorizes any person adversely affected by any regulation, rules, omission, interpretation, decision, or practice of any state agency respecting the administration of any building standard to appeal the issue for resolution to the California Building Standards Commission. Existing law authorizes any local agency having authority to enforce a state building standard and any person adversely affected by any regulation, rule, omission, interpretation, decision, or practice of that agency respecting that building standard to appeal to the commission, provided that both wish to appeal the issue for resolution to the commission. Existing law authorizes the commission to accept those appeals only if the commission determines that the issues involved in the appeal have statewide significance. This bill would revise and recast those provisions to expand the reasons for which a person can appeal to the commission to include, among other things, a request for approval to use an alternate material. The bill would modify the conditions under which the commission may accept an appeal by removing the requirement that both the local agency and the adversely affected person wish to appeal the issue, and by requiring that certain issues appealed have both statewide significance and that the person seeking the appeal has exhausted all local appeals procedures before appealing to the commission, subject to a certain exception. The bill would require the commission to review those appealed issues with specified stakeholders. (Based on 07/02/2026 text)

AB 311 (**McKinnor, D**) **Consumer Driving Data Protection Act of 2026.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: The Insurance Rate Reduction and Reform Act of 1988, an initiative measure enacted by Proposition 103, as approved by the voters at the November 8, 1988, statewide general election, prohibits specified insurance rates from being approved or remaining in effect that are excessive, inadequate, unfairly discriminatory, or otherwise in violation of the act. Under the act, rates and premiums for automobile insurance are determined based on specified factors, including the insured's driving safety record. Existing law authorizes the provisions of Proposition 103 to be amended by a statute that furthers the purposes of the act and is enacted by the Legislature with a 2/3 vote. This bill, the Consumer Driving Data Protection Act of 2026, would authorize a consumer to opt to use telematics to establish their driving record, thus amending Proposition 103. The bill would prohibit the use of telematics data for a purpose other than rating private passenger automobile insurance. The bill would require a rate application under which telematics would be used to establish an insured's driving record to include specified materials related to the insurer's telematics program. This bill would prohibit an insurer that uses telematics from taking specified actions, including conditioning eligibility for a discount upon participation in a telematics program, unless the discount is approved by the commissioner. (Based on 07/09/2026 text)

AB 353 (**Boerner, D**) **Public Utilities Commission: Inspector General.**

Status: 08/03/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Summary: Existing law requires the Public Utilities Commission to appoint a chief internal auditor who holds office at the pleasure of the commission. Existing law makes the chief internal auditor responsible for the oversight of the internal audit unit. Existing law requires the chief internal auditor to plan, initiate, and perform audits of key financial, management, operational, and information technology functions within the commission to improve accountability and transparency to executive and state management, and to report their findings and recommendations directly to an audit subcommittee of the commission. This bill would instead require the Governor to appoint an Inspector General, subject to Senate confirmation, to be responsible for the oversight of the internal audit unit and would instead require the Inspector General to plan, initiate, and perform audits of key financial, management, operational, and information technology functions within the commission to improve accountability and transparency to executive and state management. The bill would also require the Inspector General to ensure, among other things, that the commission administers funds and programs in a prescribed manner, fulfills mandated requirements, develops an annual audit plan, administers an effective enterprise risk management program, and monitors reporting compliance. (Based on 08/03/2026 text)

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

Status: 06/22/2026 - In committee: Referred to APPR. suspense file.

Summary: The State Aeronautics Act governs various matters relative to aviation in the state, and authorizes the Department of Transportation to adopt, administer, and enforce rules and regulations for the administration of the act. This bill, the Advanced Air Mobility Infrastructure Act, would require the department, in coordination with specified agencies, to include advanced air mobility, as defined, in the next update to the California Transportation Plan prepared after January 1, 2027, and to establish a statewide working group to facilitate ongoing collaboration to explore California's role as a leader in the development and implementation of advanced air mobility, as specified. (Based on 05/27/2026 text)

AB 441 (**Hadwick, R**) **Wildfire prevention: wildfire mitigation program.**

Status: 06/29/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law, upon appropriation of the Legislature, requires the Office of Emergency Services to enter into a joint powers agreement with the Department of Forestry and Fire Protection to develop and administer a comprehensive wildfire mitigation program. Existing law requires the department to delegate its duties and responsibilities for this program to the Office of the State Fire Marshal. Existing law requires the State Fire Marshal, in consultation with other officials, to identify measures eligible for financial assistance under the wildfire mitigation program that are both cost effective and provide for appropriate site or structure fire risk reduction, as specified. Existing law requires the joint powers authority to develop eligibility criteria for property owners, community organizations, and local governments who may receive financial assistance under the wildfire mitigation program. Existing law requires the joint powers authority to submit a report to the Legislature regarding the implementation of the wildfire mitigation financial assistance program that includes, among other things, an evaluation of the cost-effectiveness of the wildfire mitigation program compared to other structure hardening, defensible space, vegetation management, and fuel reduction incentive programs. Existing law repeals these provisions on July 1, 2029. This bill would extend the repeal date of the above provisions to January 1, 2030. (Based on 06/10/2026 text)

AB 442 (**Hadwick, R**) **Z'berg-Nejedly Forest Practice Act of 1973: working forest management plans: nonindustrial timber management plans.**

Status: 07/02/2026 - Read third time. Passed. Ordered to the Assembly. (Ayes 37. Noes 0.). In Assembly. Concurrence in Senate amendments pending.

Summary: Under the Z'berg-Nejedly Forest Practice Act of 1973, the Legislature finds and declares the policy of the state to encourage prudent and responsible forest management of nonindustrial timberlands by approving working forest management plans in advance. This bill would increase the maximum acreage for nonindustrial tree farmers and nonindustrial management plans to 4,000 acres and for working forest landowners and working forest management plans to 15,000 acres. (Based on 06/01/2026 text)

AB 467 (**Fong, D**) **Los Angeles Community College District: California Center for Climate Change Education.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

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

AB 550 (**Petrie-Norris, D**) **The California Endangered Species Act: take of species proposed for listing: renewable electrical generation facilities.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: The California Endangered Species Act prohibits the taking of an endangered, threatened, or candidate species, except as specified. Under the act, the Department of Fish and Wildlife may authorize the take of listed species by certain entities through permits or memorandums of understanding for specified purposes. The act allows take of an endangered, threatened, or candidate species by permit if, among other things, the impact of the authorized take is fully minimized and mitigated. This bill would also allow the department to authorize by permit the take of a species proposed for listing, as defined, if specified conditions are met. The bill would provide that if a species proposed for listing becomes listed as an endangered, threatened, or candidate species, further authorization or approval shall not be required for a take of that species, if specified conditions are met, including that the species proposed for listing was included as a covered species in a permit previously issued by the department for incidental take and that the incidental take is caused by a renewable electrical generation facility. (Based on 06/25/2026 text)

AB 605 (**Muratsuchi, D**) **Employment: refineries: task force: safe staffing management plans.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law establishes an accidental release prevention program for the state. Under that law, stationary sources subject to the accidental release prevention program may be required to prepare and submit a risk management plan (RMP) to prevent accidental releases of certain substances. Existing law imposes criminal penalties upon a stationary source that knowingly violates the requirements of the accidental release prevention program. This bill would state findings and declarations concerning refinery closures in California. The bill would create the Refinery Safe Staffing Task Force to develop potential methods and strategies for ensuring maximum employee retention at refineries and addressing employment dislocations associated with oil, gas, and related industries, with membership, as specified, appointed and commencing service no later than January 1, 2028. The bill would require the task force, no later than June 1, 2029, to present to the Legislature and make available online to the public a report documenting a wide range of potential methods and strategies for ensuring maximum employee retention in the time period preceding refinery closure or long-term idling of a refinery, for ensuring safe operation in the event of understaffing, and for transitioning oil and gas workers into sectors that match their skills and experience. The bill would repeal the provisions that would create the task force on January 1, 2030. (Based on 07/02/2026 text)

AB 635 (**Ahrens, D**) **Mobilehome Residency Law Protection Program: Attorney General.**

Status: 08/03/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Summary: The Mobilehome Residency Law prescribes various terms and conditions of tenancies in mobilehome parks. Existing law establishes within the Department of Housing and Community Development the Mobilehome Residency Law Protection Program, which authorizes additional enforcement measures for violations of the Mobilehome Residency Law. Existing law requires the department to refer any alleged violations of law or regulations within the department's jurisdiction to the Division of Codes and Standards within the department, and to refer any alleged violations of law or regulations that are not within the jurisdiction of the department, as specified, to the appropriate enforcement agency. This bill would require the department to additionally refer alleged violations of the Mobilehome Residency Law, certain laws relating to the conversion or closure of a mobilehome park, and related local government ordinances to a nonprofit legal services provider within 5 days of receipt. (Based on 08/03/2026 text)

AB 643 (**Wilson, D**) **Climate change: short-lived climate pollutants: organic waste reduction.**

Status: 08/04/2026 - In Senate. Held at Desk.

Summary: Existing law establishes methane emissions reduction goals that include a target to reduce landfill disposal of organics by 75% of the 2014 level of the statewide disposal of organic waste by 2025. Existing law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve the organic waste reduction goals. Existing law authorizes a local jurisdiction to count specified recovered organic waste products towards up to 10% of its recovered organic waste procurement target. This bill would additionally authorize a local jurisdiction to count a beneficial agricultural amendment derived from organic waste processed with biosolids towards up to that 10% of its recovered organic waste procurement target if the material is processed at a facility authorized by the department using specified approved technologies, the material is registered or approved for end use as a fertilizing material by the Department of Food and Agriculture, as provided, and the material is not derived from, or processed using, specified activities relating to the final deposition or management of solid waste, as provided. (Based on 06/03/2026 text)

AB 672 (**Caloza, D**) **Real property tax: welfare exemption: community land trusts.**

Status: 06/22/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing property tax law, pursuant to constitutional authorization, provides for a "welfare exemption" for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met.
Existing law also provides, until January 1, 2027, that property is within the welfare exemption if that property is owned by a community land trust, as defined, otherwise qualifying for the welfare exemption, and specified conditions are met, including that the property is being or will be developed or rehabilitated as housing, as specified. Existing law, however, makes community land trusts liable for property tax for the years for which the property was exempt from taxation if the property was not developed or rehabilitated, or if the development or rehabilitation is not in the course of construction, by January 1, 2027, for property acquired before January 1, 2022, or within 5 years of the lien date following acquisition of the property, for property acquired on and after January 1, 2022. This bill would extend the operation of these provisions until January 1, 2032. (Based on 04/28/2026 text)

AB 685 (**Solache, D**) **Small Business Resiliency and Innovation Act.**

Status: 06/22/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law establishes the Office of Small Business Advocate (OSBA) within the Governor's Office of Business and Economic Development, also known as GO-Biz, to advocate for causes of small business and to provide small businesses with the information they need to survive in the marketplace. Existing law also establishes the California Small Business Technical Assistance Program (SB-TAP) within OSBA, under the direct authority of the Small Business Advocate, for the purpose of assisting small businesses through free or low-cost one-on-one consulting and low-cost training by entering into grant agreements with one or more small business technical assistance centers. Under existing law, OSBA administers the Capital Infusion Program (CIP) pursuant to the SB-TAP, as specified. Existing law sets forth the criteria that an applicant must meet to be eligible to participate in these programs, which can vary depending on whether the applicant is receiving funding from federal or private sources. This bill would revise certain eligibility criteria for the small business technical assistance center grant programs, as specified. The bill would create uniform eligibility requirements for applicants with funding from a nonstate source. The bill would also authorize a group of small business technical assistance centers to apply as a network if those centers are supported by contracts for the same program under the same funding authority. This bill would establish the Small Business Resiliency and Innovation Act to provide assistance to small businesses. For this purpose, the bill would appropriate $26,000,000 from the General Fund to the Small Business Resiliency and Innovation Fund, which the bill would create in the State Treasury. (Based on 06/03/2026 text)

AB 750 (**Quirk-Silva, D**) **Department of Housing and Community Development.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law authorizes the Department of Housing and Community Development, upon appropriation, to make loans or grants, or both loans and grants, to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of department-funded housing projects that have an affordability restriction that has expired, that have an affordability restriction with a remaining term of less than 10 years, or are otherwise at risk of conversion to market-rate housing. This bill would also authorize the department to make those loans and grants to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of housing projects that qualify as a challenged development, as defined. The bill would require the department to grant priority for these loans and grants to housing projects that are department funded and have an affordability restriction that has expired or have a remaining term of less than 10 years, or are otherwise at risk for conversion. (Based on 06/15/2026 text)

AB 760 (**Ta, R**) **Income taxes: exclusions: 2026 Garden Grove chemical leak.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: The Personal Income Tax Law and the Corporation Tax Law, in conformity with federal income tax law, generally define “gross income” as income from whatever source derived, except as specifically excluded, and provide various exclusions from gross income. This bill would, for taxable years beginning on or after January 1, 2027, and before January 1, 2032, provide an exclusion from gross income for any qualified taxpayer, as defined, for amounts received for costs and losses associated with the 2026 Garden Grove chemical leak, as provided. (Based on 06/25/2026 text)

AB 801 (**Bonta, D**) **Nondiscrimination.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law establishes the Department of Financial Protection and Innovation, which is under the direction of the Commissioner of Financial Protection and Innovation. Existing law makes the department responsible for administering various laws relating to financial institutions, including the Banking Law, the California Credit Union Law (CCUL), and the California Residential Mortgage Lending Act (CRMLA), a willful violation of which is punishable as a misdemeanor. This bill, the California Fair Lending Examination Act, would require, under the Banking Law, the CCUL, and the CRMLA, the commissioner to, at least once every 4 years, examine, as prescribed, the books and records of any entity subject to the commissioner’s examination authority under those laws for compliance with any applicable nondiscrimination law, as specified, and would require the commissioner to provide a written statement of the findings of that examination, issue a copy of that statement to the subject’s principals, officers, or directors, and take appropriate steps to ensure correction of any violations of applicable nondiscrimination laws. (Based on 07/02/2026 text)

AB 839 (**Rubio, Blanca, D**) **California Environmental Quality Act: expedited judicial review: sustainable aviation fuel projects.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: The California Environmental Quality Act (CEQA) authorizes the Governor to certify projects meeting certain requirements as infrastructure projects and provide those certified projects with certain streamlining benefits, including requiring the lead agency to prepare the record of proceedings concurrently with the environmental review process and requiring the resolution of an action or proceeding challenging the certification of an EIR for certified projects or the granting of any project approvals, to the extent feasible, within 270 days of the filing of the record of proceedings with the court, as specified. Existing law requires the lead agency, within 10 days of the certification of an infrastructure project, to provide a public notice of the certification, as provided. If a lead agency fails to approve a project certified as an infrastructure project before January 1, 2033, existing law specifies that the certification is no longer valid. This bill would authorize the Governor to certify up to 3 sustainable aviation fuel projects, as defined, meeting certain requirements, as infrastructure projects, thereby providing the above streamlining benefits to those projects. By expanding the duties of a lead agency as they relate to infrastructure projects and to sustainable aviation fuel projects, this bill would impose a state-mandated local program. (Based on 05/26/2026 text)

AB 939 (**Schultz, D**) **Housing development: density bonuses: affordability of for-sale units.**

Status: 06/23/2026 - Read second time. Ordered to third reading.

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

AB 1165 (**Gipson, D**) **California Housing Justice Act of 2025.**

Status: 06/22/2026 - In committee: Referred to APPR. suspense file.

Summary: 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 1198 (**Haney, D**) **Public works: prevailing wages.**

Status: 06/22/2026 - In committee: Referred to APPR. suspense file.

Summary: Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under current law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under current law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2027, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2027. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. (Based on 01/22/2026 text)

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

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

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

AB 1294 **(Haney, D)** **Real property tax: welfare exemption: moderate-income housing.**

Status: 08/05/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 3. Noes 0.) (August 5). Re-referred to Com. on APPR.

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

AB 1381 **(Muratsuchi, D)** **Education-related positions: previous employment disclosures: Commission on Teacher Credentialing: adverse actions.**

Status: 08/03/2026 - Withdrawn from committee. Re-referred to Com. on APPR.

Summary: Existing law requires the Commission on Teacher Credentialing to, among other duties, establish standards for the issuance and renewal of credentials, certificates, and permits. Existing law requires the commission to appoint a Committee of Credentials and requires allegations of acts or omissions for which adverse action may be taken against applicants or holders of teaching or services credentials to be reported to the committee. Existing law requires a person applying for a certificated or noncertificated position at a school district, county office of education, charter school, state special school or diagnostic center operated by the State Department of Education, or private school to provide that prospective employer with a complete list of every school district, county office of education, charter school, state special school or diagnostic center operated by the department, and private school that previously employed the applicant. Existing law requires those entities, when considering an applicant for a certificated or noncertificated position, to inquire with each disclosed entity as to whether the applicant, while previously employed by the disclosed entity, was the subject of any credible complaints of, substantiated investigations into, or discipline for, egregious misconduct. Existing law requires the responding entities that have made a report of an employee’s egregious misconduct to the commission to disclose this fact to the inquiring entity, and to provide the inquiring entity with a copy of all relevant information within its possession that was reported to the commission, as applied to certificated employees, or used to support a substantiated investigation, as applied to noncertificated employees. This bill would establish that the failure by a certificated employee to provide the above-described employment history constitutes unprofessional conduct and may subject the person applying for the certificated position to adverse action by the commission. This bill would prohibit the superintendent of a school district or county office of education, or the administrator of a charter or private school, from hiring a certificated or classified employee without completing the applicable employment background check as described above. (Based on 07/02/2026 text)

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

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

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

AB 1537 **(Bryan, D) Peace officers: secondary employment.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law provides that every executive or ministerial officer, employee, or appointee of the State of California, or any county or city therein, or any political subdivision thereof, who knowingly asks, receives, or agrees to receive any emolument, gratuity, or reward, or any promise thereof excepting such as may be authorized by law for doing an official act, is guilty of a misdemeanor. Existing law exempts from that offense certain employment by a peace officer while off duty, as specified. Existing law also provides that a peace officer shall not be prohibited from engaging in other employment while off duty, as specified. This bill would, notwithstanding those provisions, prohibit certain peace officers from engaging in any form of secondary employment, including contract based or as an individual contractor, that involves engaging in arresting, detaining, transporting, or deporting individuals pursuant to federal immigration laws. The bill would provide that failure to comply with this provision may constitute, for certain purposes, an act of serious misconduct and that it is grounds for decertification as a peace officer. The bill would require certain peace officers to report to their employing law enforcement agency any conditional offer of secondary employment relating to immigration enforcement. The bill would require the law enforcement agency to maintain specified records related to secondary employment. (Based on 06/25/2026 text)

AB 1546 **(Schultz, D) Vehicles: driving under the influence.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Under existing law, if a person is convicted of either driving under the influence (DUI) of any alcoholic beverage or drug, or under the combined influence of any alcoholic beverage and drug or driving while having 0.08% or more, by weight, of alcohol in the person's blood within 10 years of 2 separate violations of specified DUI offenses, or any combination thereof, that resulted in convictions, that person has committed an offense punishable by imprisonment in the county jail for not less than 120 days nor more than one year and by a fine, as specified. This bill would, instead, make the above DUI conviction punishable as a wobbler by imprisonment in the county jail for not less than 120 days nor more than one year and by a fine, as specified, or by imprisonment in the county jail for 16 months or 2 or 3 years and a fine, as specified. (Based on 01/05/2026 text)

AB 1563 **(Gabriel, D) Budget Act of 2026.**

Status: 04/06/2026 - Referred to Com. on BUDGET.

Summary: Would make appropriations for the support of state government for the 2026–27 fiscal year. (Based on 01/09/2026 text)

AB 1567 **(Ta, R) General plan: annual report: congregate and residential care for the elderly.**

Status: 06/29/2026 - In committee: Referred to APPR. suspense file.

Summary: 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. Existing law requires the housing element to be revised according to a specific schedule. Existing law requires each council of governments, or the Department of Housing and Community Development 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 and that furthers specified objectives. 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 or residential care facilities for the elderly, as defined, for up to 15% of a jurisdiction's regional housing need allocation for any income category, if congregate housing for the elderly or residential care facilities is included in the regional housing need determination, as specified. (Based on 06/18/2026 text)

AB 1569 **(Davies, R) Pupil safety: electric bicycle: safety and training program.**

Status: 08/04/2026 - Read second time. Ordered to Consent Calendar.

Summary: Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have 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 1573 (**Bryan, D**) **Land use: housing elements: target population.**

Status: 06/15/2026 - Read second time. Ordered to third reading.

Summary: The Planning and Zoning Law requires a city or county to adopt a general plan for land use development that includes, among other things, a housing element containing specified information, including an analysis of its special housing, emergency shelter, and supportive housing needs, as defined. Existing law defines the term “target population” for purposes of requirements applicable to the housing element to include certain persons, including persons with low incomes who have one or more disabilities and individuals eligible for specified developmental disability services. This bill, the Unseen and Unheard Housing Act, would provide that the definition of the term “target population” for the purposes of requirements applicable to the housing element, as described above, may include victims of domestic violence, victims of sexual assault, and victims of human trafficking, as specified. (Based on 06/01/2026 text)

AB 1577 (**Bauer-Kahan, D**) **Data centers: reporting.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law establishes the State Energy Resources Conservation and Development Commission and vests the commission with various responsibilities with respect to developing and implementing the state’s energy policies. Existing law requires the commission to biennially adopt an integrated energy policy report, as specified, and to make the reports accessible to state, local, and federal entities and to the general public. This bill would require the commission to establish a process for the owner of a data center, as defined, to submit specified information to the commission, including, among other information, the data center’s location and size, the data center’s power usage effectiveness, as defined, and the quantity of fuel consumed by onsite generators or other fuel-based energy systems, as specified. The bill would require the owner of a data center to submit the required information in the manner and timeframe specified by the commission. The bill would require the commission, beginning with the 2029 integrated energy policy report, and in subsequent biennial reports, to include an assessment of electrical load trends for data centers, as provided. The bill would require the commission to annually publish the information submitted in an anonymized and aggregated format on its internet website. (Based on 07/02/2026 text)

AB 1578 (**Jackson, D**) **State and local officials: sexual harassment training and education: anti-hate speech training.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer’s knowledge. Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require, beginning on January 1, 2028, for an employer that is a state agency or local agency that the above-described training and education include, as a component of the training and education for elected officials, anti-hate speech training, as described. (Based on 05/22/2026 text)

AB 1584 (**Jackson, D**) **State Air Resources Board: Office of Civil Rights.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law establishes within the California Environmental Protection Agency the State Air Resources Board. Existing law provides for the establishment of air pollution control districts and air quality management districts. Existing law generally vests regulatory jurisdiction over stationary sources of air pollution in the air pollution control districts and air quality management districts and regulatory jurisdiction over mobile sources of air pollution in the State Air Resources Board. This bill, contingent upon an appropriation by the Legislature in the annual Budget Act or another act for its purposes, would create the Office of Civil Rights within the state board. The bill would set forth the responsibilities of the office, including providing training on civil rights obligations to board staff, grantees, contractors, and subrecipients. (Based on 06/09/2026 text)

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

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

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

AB 1608 **(Wilson, D) Office of the Inspector General, High-Speed Rail.**

Status: 08/05/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Summary: 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. This bill would authorize the Inspector General to contract for goods and services that the Inspector General deems necessary for the furtherance of the purposes of the office. (Based on 08/05/2026 text)

AB 1621 **(Wilson, D) Planning and Zoning Law: postentitlement phase permits: Housing Accountability Act.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: The Planning and Zoning Law requires a local agency or state agency to compile one or more lists that specify in detail the information required from any applicant for a postentitlement phase permit, as defined. Existing 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. Existing law requires the time limits to be tolled, if the local agency or state agency requires review of the application by an outside entity, until the outside entity completes the review and returns the application, as specified. This bill would prohibit a local agency or state 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. The bill would authorize a local agency or state 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 or state agency finds that a complete application is noncompliant, would prohibit a local agency or state 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 06/03/2026 text)

AB 1624 **(Zbur, D) Public Lands Protection Act.**

Status: 04/15/2026 - In committee: Set, first hearing. Hearing canceled at the request of author.

Summary: 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, and of any land outside its boundaries that bears relation to its planning. Current law authorizes the legislative body of a county or city to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes, as provided. For these purposes, current law authorizes the legislative body to divide a county or city into zones, but requires that regulations adopted be uniform for each class or kind of building or use of land throughout each zone. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare 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. This bill, the Public Lands Protection Act, would, upon transfer to any private or nonfederal entity of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has been designated in an adopted general plan or zoning ordinance as open space, public land, resource conservation, or an equivalent conservation-oriented designation, immediately subject that parcel to the zoning designation and associated state and local restrictions. The bill would also, upon transfer of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has not been designated in an adopted general plan or zoning ordinance at the time of transfer to any private or nonfederal entity, automatically subject that parcel to the most restrictive conservation-oriented zoning designation currently applied in the jurisdiction, by operation of law. (Based on 01/22/2026 text)

AB 1642 (**Harabedian, D**) **Wildfires: contamination standards.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law establishes the Office of the State Fire Marshal in the Department of Forestry and Fire Protection and establishes the Deputy Director of Community Wildfire Preparedness and Mitigation within the office. Existing law makes the deputy director responsible for fire preparedness and mitigation missions of the department, as provided. The Department of Toxic Substances Control regulates the handling and management of hazardous waste and hazardous materials. This bill would establish a nonrebuttable presumption that a home, school, workplace, or other structure is safe for human occupancy after a wildfire only if the level of lead on an indoor surface meets specified conditions, as provided. The bill would require the Department of Toxic Substances Control to adopt, no later than July 1, 2027, emergency regulations specifying the science-informed, health-based standards for investigation, environmental testing, and clearance, to guide the removal of lead and asbestos inside and outside of homes, schools, workplaces, and other structures in residential areas after a wildfire, as provided. (Based on 07/02/2026 text)

AB 1664 (**Jackson, D**) **Elections: law enforcement investigations of election records or voting technology.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: The Secretary of State is the chief elections officer of the state, and the Attorney General is the chief law officer of the state. Existing law requires a state or local agency that files or is served with an elections-related claim arising under federal law to provide written notice to the Secretary of State and the Attorney General within 3 court days. Existing law requires a state or local agency that intends to enter into a settlement, consent decree, or other court-approved agreement related to the claim to provide a draft copy of the settlement, consent decree, or agreement to the Secretary of State and the Attorney General at least 14 court days before entering into it. This bill would require a local agency, political subdivision, or elections official to provide notice to the Secretary of State and the Attorney General immediately, but no later than one calendar day, after becoming aware of any warrant, subpoena, or active law enforcement investigation pertaining to any election records or certified voting technology under their custody or control. (Based on 06/17/2026 text)

AB 1680 (**Calderon, D**) **California FAIR Plan Association.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate to administer a program for the equitable apportionment of basic property insurance for persons who are unable to obtain that coverage through normal channels. Existing law requires the Insurance Commissioner to approve the association’s plan of operation and authorizes the commissioner to examine the association’s books, records, files, papers, and documents that relate to its operation. Existing law authorizes the commissioner to impose civil penalties for various violations of the Insurance Code. This bill would require the association to take corrective actions, as specified by the commissioner or their designee, to rectify violations of applicable statutes, regulations, accounting principles, the plan of operation, or other legally binding applicable rules identified in a report of examination or other operational report. The bill would subject the association to a penalty of not more than $20,000 for failing to take the specified corrective action within a timeframe agreed upon by the commissioner or their designee. The bill would set other civil penalty amounts for violations of provisions relative to the association as not to exceed $10,000 for each act in violation or not to exceed $20,000 if the act was willful, and would require the commissioner to impose those penalties, as specified. (Based on 06/22/2026 text)

AB 1710 (**Carrillo, D**) **Permit Streamlining Act: housing development projects: conformity with ordinances and standards.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: The Permit Streamlining Act, among other things, requires public agencies to approve or disapprove of a development project within certain timeframes, as specified. The act requires public agencies to compile one or more lists that specify in detail the information that will be required from any applicant for a development project. The act requires a public agency, upon its determination that an application for a development project is incomplete, to include a list and a thorough description of the specific information needed to complete the application. This bill would provide that for the purposes of the Permit Streamlining Act, 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 adopted or implemented by a public agency, as defined, 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, except as specified. (Based on 07/02/2026 text)

AB 1722 (**Hadwick, R**) **California Endangered Species Act: take prohibition: self-defense.**

Status: 08/04/2026 - Read second time. Ordered to third reading.

Summary: The California Endangered Species Act requires the Fish and Game Commission to establish a list of endangered species and a list of threatened species and to add or remove species from either list if it finds, upon the receipt of sufficient scientific information, as specified, that the action is warranted. The act prohibits the taking of an endangered or threatened species, except under certain circumstances. The violation of the act is a crime. This bill would prohibit the imposition of a civil, administrative, or criminal penalty for a violation of the take prohibition if the defendant used necessary and reasonable force to protect themselves, a member of their family, or any other individual from immediate bodily harm from a species listed pursuant to the act. The bill would require a person who committed a take, or an attempted take, of a species listed pursuant to the act under these circumstances to notify the Department of Fish and Wildlife within 24 hours after the take. (Based on 06/25/2026 text)

AB 1732 (**Alvarez, D**) **California Environmental Quality Act: exemption: affordable housing projects: public university or public college housing projects.**

Status: 08/03/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2033, exempts from its requirements certain actions for affordable housing projects that meet specified requirements, including confirmation by a public agency that, among other things, the project site satisfies specified requirements and a vacant project site does not contain tribal cultural resources that could be affected by the development that were found pursuant to a consultation and the effects of which cannot be mitigated, as provided. This bill would extend the operation of the above-described exemption to January 1, 2037, and would expand the exemption to also include a public university or public college housing project, as defined, that meets specified requirements. Because the bill would extend the operation of the exemption and would increase duties on a lead agency related to the expansion of this exemption, the bill would impose a state-mandated local program. (Based on 08/03/2026 text)

AB 1734 (**Stefani, D**) **Count Hunger Act.**

Status: 06/29/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law declares the established policy of the state that every human being has the right to access sufficient affordable and healthy food. Existing law defines food insecurity as the occasional or constant lack of access to the food one needs to live a healthy life and the uncertainty of being able to acquire enough food to meet the needs of an individual or household due to insufficient money or other resources. This bill, the Count Hunger Act, would encourage the University of California, Los Angeles, in administering the California Health Interview Survey, to expand the portion of the survey relating to food insecurity to include households with incomes at or below 400% of the federal poverty level. The bill would further encourage the University of California, Los Angeles, to make available statewide, regional, and county-level data regarding food insecurity among households with incomes at or below 400% of the federal poverty level through the AskCHIS reporting tool or a successor public reporting platform, as specified. The bill would encourage these provisions to be undertaken only to the extent that the University of California, Los Angeles, determines sufficient resources are available. (Based on 06/15/2026 text)

AB 1738 (**Carrillo, D**) **State Housing Law: remote inspections.**

Status: 08/04/2026 - Read second time. Ordered to third reading.

Summary: The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. Existing law requires the building department of every city or county to enforce the provisions of the State Housing Law, the State Building Standards Code, and other specified rules and regulations promulgated pursuant to the State Housing Law pertaining to standards for buildings used for human habitation. Existing law authorizes an officer, employee, or agent of an enforcement agency to enter and inspect any building or premises whenever necessary to secure compliance with, or prevent a violation of, any provision of the State Housing Law, the building standards published in the State Building Standards Code, and other rules and regulations promulgated pursuant to the provisions of the State Housing Law. Existing law provides certain immunities to a public entity or employee immunity relative to an inspection or license, as provided. This bill would require a city, including a charter city, county, or city and county, except as specified, to offer a homeowner or contractor, as described, the option of requesting remote inspections for all or a subset of an inspection required by a building permit for specified works in one- or 2-family dwelling units, by either January 1, 2028, or July 1, 2028, as provided. The bill would authorize these local agencies to adopt reasonable protocols governing the technical conduct of a remote inspection, as specified. The bill would apply the above-described immunities to remote inspections. The bill would authorize these local agencies to temporarily ban the homeowner or contractor from using the remote inspection if a homeowner is found to have willfully misrepresented the work, as provided. (Based on 07/02/2026 text)

AB 1740 (**Zbur, D**) **Coastal resources: local coastal program: coastal development permits: City of Santa Monica.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: The California Coastal Act of 1976 establishes the California Coastal Commission and provides for the planning and regulation of development in the coastal zone, as defined. The act generally requires each local government, as specified, to prepare a local coastal program for certification by the commission, however, the act authorizes any local government to request the commission to prepare the local coastal program for the local government, as provided. The act generally prohibits, after certification of a local coastal program and all implementing actions within the affected area, the commission from exercising its coastal development permit review authority over any new development within the area to which the certified local coastal program, or any portion thereof, applies. This bill would require, on or before January 1, 2029, the City of Santa Monica to submit to the commission a proposed, complete local coastal program for the city's portion of the coastal zone. By creating a new duty for the City of Santa Monica, the bill would impose a state-mandated local program. The bill would require the commission to act within 6 months of receipt of the proposed, complete local coastal program, unless an extension is requested by the city. The bill would also require the commission, within 45 days of receipt of the proposed, complete local coastal program, to provide the city, in writing, a list of identified issues, if any, that require further refinement through suggested modifications for the local coastal program, as provided, and would require the city and the commission to coordinate expeditiously and in good faith to reach agreement on any suggested modifications within 6 months of receipt of the submitted complete proposal. (Based on 07/02/2026 text)

AB 1751 (**Quirk-Silva, D**) **Missing Middle Townhome Ownership Act.**

Status: 08/04/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Summary: The Planning and Zoning Law contains various provisions requiring a local government that receives an application for certain types of qualified housing developments to review the application under a streamlined, ministerial approval process, depending on the type of housing development, as specified. Existing law, the Subdivision Map Act, vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification thereof. The act generally requires a subdivider to file a tentative map or vesting tentative map with the local agency, as specified, and the local agency, in turn, to approve, conditionally approve, or disapprove the map within a specified time period. Existing law, known as the Starter Home Revitalization Act of 2021, among other things, requires a local agency to ministerially consider, without discretionary review or a hearing, a parcel map or a tentative and final map for a housing development project that meets certain requirements, including that the housing development project on the lot proposed to be subdivided will contain 10 or fewer residential units, except as provided. This bill, the Missing Middle Townhome Ownership Act, would authorize a development proponent to submit an application for a townhome development project that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The bill would also require a local agency to ministerially consider, without discretionary review or a hearing, a tentative and final map for a townhome development project that meets specified requirements, including that the proposed subdivision complies with the requirements established by the bill for ministerial approval of a townhome development project, as described in the preceding sentence, and that the newly created parcels are no smaller than 600 square feet. (Based on 08/04/2026 text)

AB 1777 (**Garcia, D**) **Air pollution: indirect sources.**

Status: 05/18/2026 - Read second time. Ordered to third reading.

Summary: Current law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Current law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Current law requires the state board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air districts, and the United States Environmental Protection Agency. This bill would authorize the state board, if necessary to carry out that duty to achieve those ambient air quality standards, to adopt regulations to reduce or mitigate emissions from indirect sources of pollution. (Based on 02/09/2026 text)

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

Status: 08/04/2026 - Read second time. Ordered to third reading.

Summary: The California Public Records Act requires each state or local agency, upon a request for a copy of records that reasonably describes an identifiable record or records, to make the records promptly available to any person upon payment of fees covering direct costs of duplication, or a statutory fee if applicable, except with respect to public records exempt from disclosure by express provisions of law. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, as defined. This bill would instead require each agency to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person as described above within 10 business days of a request for a copy of records. (Based on 06/25/2026 text)

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

Status: 08/06/2026 - Read second time. Ordered to third reading.

Summary: Existing law specifies the rights and requirements of a claimant or homeowner to bring a civil action for construction defects of a dwelling, including applicable standards for home construction, detailed prelitigation procedures, statute of limitations, burden of proof, and the damages recoverable. Existing law specifies the rights and prohibitions for a builder to defend against a civil action for construction defects, including a prohibition against a builder obtaining a release or waiver in exchange for repair work mandated by law. This bill would modify specific rights, requirements, and prohibitions for the parties to a civil action for construction defects of a dwelling by revising, among other things, the requirements for a prelitigation notice from the claimant to the builder and the evidence a claimant is required to affirmatively demonstrate to make a claim. The bill would prohibit the recovery of investigative costs, except as specified. The bill would repeal the prohibition on, and instead authorize, a builder to obtain a release or waiver in exchange for certain repair work, as specified. (Based on 08/04/2026 text)

AB 1976 (**Wicks, D**) **Streets and highways: pedestrian and bicycle facilities.**

Status: 08/04/2026 - Read second time. Ordered to third reading.

Summary: Existing law grants the legislative body of a city certain powers with respect to city streets and highways, including the power to construct and maintain those streets and highways. Existing law grants the board of supervisors of a county general supervision, management, and control of county highways and authorizes the board of supervisors to lay out, construct, improve, and maintain county highways. This bill would prohibit a city or county from holding a community input meeting to reconsider, delay, or prevent implementation of a proposed pedestrian or bicycle safety project after that project has passed 90% design, as specified. After or upon the award of a contract for, or when county or city staff, as applicable, are directed to begin, the construction of a pedestrian or bicycle safety project, the bill would prohibit the city or county from terminating the project unless the city or county makes at least one specified finding at a public meeting. (Based on 06/17/2026 text)

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

Status: 06/29/2026 - In committee: Referred to APPR. suspense file.

Summary: The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law establishes the Local Government Planning Support Grants Program, administered by the department, for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, as provided. This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding, including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided. (Based on 06/18/2026 text)

AB 2015 **(Wicks, D) Department of Transportation: third-party navigation applications: study and report.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Would require the Department of Transportation, in consultation with the Transportation Agency and local authorities, to conduct a comprehensive study on the impact of third-party navigation applications on the state highway system and local street and road networks. The bill would require the study to analyze how third-party navigation applications affect congestion displacement, local infrastructure, safety metrics, and emergency response, as provided. The bill would require the department, on or before January 1, 2028, to submit the study, and a report of related policy recommendations for regulatory or legislative action to improve the alignment between third-party navigation applications and state and local traffic management goals, to the relevant fiscal and policy committees of the Legislature. The bill would repeal these provisions on January 1, 2032. (Based on 04/14/2026 text)

AB 2059 **(Wilson, D) California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

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

AB 2110 **(Johnson, R) Workforce Housing Enhanced Infrastructure Financing Act.**

Status: 08/04/2026 - Read second time. Ordered to Consent Calendar.

Summary: Existing law authorizes the legislative body of a city or county to designate a proposed enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community, including, among other things, the acquisition, construction, or rehabilitation of housing for persons of very low, low, and moderate income for rent or purchase, as specified. Existing law authorizes an infrastructure financing plan to contain a provision for the division of taxes levied upon taxable property in the area included within the district and authorizes the public financing authority of the district to issue bonds, as provided. This bill would establish the Workforce Housing Enhanced Infrastructure Financing Act, which would authorize a city or county to establish a workforce housing enhanced infrastructure financing district (district) if certain requirements are met, including the adoption of an infrastructure financing plan as specified. The bill would prescribe requirements applicable to those districts. Among these requirements, the bill would prescribe requirements for the construction of residential housing that meets specified occupancy and affordability criteria. The bill would provide definitions for its provisions. (Based on 06/22/2026 text)

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

Status: 08/04/2026 - Read second time. Ordered to third reading.

Summary: Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program, including guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would, on and after January 1, 2028, instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. (Based on 06/22/2026 text)

AB 2296 (**Papan, D**) **Planning and zoning: housing element: regional housing needs allocation.**

Status: 08/04/2026 - Read second time. Ordered to third reading.

Summary: For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region’s existing and projected need for housing, and requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law authorizes at least 2 or more cities and a county, or counties, at least 28 months prior to the scheduled housing element revision, to form a subregional entity to allocate the subregion’s existing and projected housing need among its members. If the council of governments does not receive a notification of this formation at least 28 months prior to the update, existing law requires the council of governments to implement specified requirements regarding the regional housing need process. Existing law requires the council of governments to determine the share of regional housing need assigned to each delegate subregion at least 25 months prior to the scheduled revision. This bill, except with respect to the 7th housing element cycle for councils of governments with a housing element revision due date during the calendar year 2027 or 2028, would extend the above-described timeline for cities and counties to form a subregional entity to allocate the subregion’s housing need, as provided, from 28 months to 34 months, and the above-described timeline for the council of governments to determine the share of regional housing need assigned to each subregion from 25 months to 31 months. (Based on 06/29/2026 text)

AB 2341 (**Fong, D**) **Local government: emergency response services: use of languages other than English.**

Status: 08/03/2026 - Read second time. Ordered to Consent Calendar.

Summary: Existing law requires, in the event of an emergency within the jurisdiction of a local agency that provides emergency response services and that serves a population within which 5% or more of the people speak English less than “very well,” according to American Community Survey data, and jointly speak a language other than English, that the local agency provide information related to the emergency in English and in all languages spoken jointly by the 5% or more of the population that speaks English less than “very well,” as specified. This bill would revise these provisions to instead require the local agency to provide information related to an emergency within a local agency’s jurisdiction in English and translated in each language spoken by 5% or more of the population that speaks English less than “very well.” The bill, to determine whether a language meets the criteria for translation, would require a local agency to calculate the total population of those within its jurisdiction that speaks English less than “very well,” and, for each language included in the American Community Survey data, or data from an equally reliable source, determine whether speakers of any language who speak English less than “very well” comprise at least 5% of the total population of that jurisdiction that speaks English less than “very well.” (Based on 06/23/2026 text)

AB 2346 (**Wilson, D**) **Vehicles: electric bicycles and speed limits.**

Status: 08/04/2026 - Read second time. Ordered to third reading.

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 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 2349 **(Solache, D) State Air Resources Board: regional air quality incident response program.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law requires the state board to inventory sources of air pollution within the air basins of the state, determine the kinds and quantity of air pollutants, and monitor air pollutants in cooperation with districts and other agencies. This bill would require the state board to expand its incident air monitoring program, subject to an appropriation by the Legislature for those purposes, to provide support for a regional network of air quality incident response centers, including at least one air quality incident response and evaluation center located at the South Coast Air Quality Management District, in order to facilitate emergency air monitoring response at the local and regional level. The bill would require each air quality incident response center to be operated by the state board or an air district and would require the state board and each district that operates an air quality incident response center to coordinate to provide emergency air monitoring response for disasters or other crises impacting air quality and public health in the state. (Based on 07/01/2026 text)

AB 2385 **(Petrie-Norris, D) Local reconstruction agencies.**

Status: 08/03/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Summary: The Community Redevelopment Law established redevelopment agencies in each community and granted specified powers to those redevelopment agencies for the purpose of promoting redevelopment in blighted areas. Existing law dissolved those community redevelopment agencies in 2012. Other existing law, the Disaster Recovery Reconstruction Act of 1986, authorizes each city, county, or other local subdivision, as provided, to prepare, prior to a disaster, plans and ordinances facilitating the expeditious and orderly recovery and reconstruction of the area in case of a disaster. Existing law authorizes the plans and ordinances to include, among other things, a contingency plan of action and organization for short-term and long-term recovery and reconstruction to be instituted after a disaster. Existing law authorizes the plans and ordinances to include the authority and proposed organization for establishment of a local reconstruction authority with powers parallel to those of a community redevelopment agency, except as specified. This bill would refer to those plans as a disaster recovery plan and would require a city or county that prepares a disaster recovery plan to amend its general plan, if necessary, as provided, to ensure consistency between both plans. The bill would revise the contingency plan of action and organization to include intermediate recovery and reconstruction, in addition to the short-term and long-term recovery and reconstruction, and would specify elements that may be included in the contingency plan of action and organization. The bill would require the Office of Land Use and Climate Innovation, on or before January 1, 2029, and in consultation with other specified state and local entities, to assess the recovery and rebuilding needs of jurisdictions across the state and develop model ordinance language, as provided. (Based on 08/03/2026 text)

AB 2433 **(Alvarez, D) Housing development: density bonus.**

Status: 08/04/2026 - Read second time. Ordered to third reading.

Summary: The Density Bonus Law requires a city or county to grant a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, to an applicant for a housing development when the applicant seeks a density bonus for the housing development, as specified, if the applicant agrees to construct, among other things, a specified percentage of units for very low income, lower income, or senior citizen housing, and meets other requirements. This bill would, instead, require a city or county to grant a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, to an applicant for a housing development when the applicant submits an application for a housing development that a city, county, or city and county determines meets specified criteria, including, among others, the housing development includes specified percentage of units for very low income, lower income, or senior citizen housing. (Based on 06/29/2026 text)

AB 2465 **(Ortega, D) State government: benefits.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law generally provides various benefits, including grant programs and tax credits. Existing law, the California Values Act, generally prohibits California law enforcement agencies from using their moneys or personnel for immigration enforcement purposes, except as specified. This bill would prohibit a business entity that contracts with the federal government for immigration enforcement purposes, as specified, from receiving any state-provided grant or loan, as specified. The bill would also prohibit a disqualified taxpayer, as defined, from receiving any tax credits, except as provided. The bill would define "disqualified taxpayer" to mean a taxpayer that is directly invested in, owns, or manages a private detention facility, or a taxpayer that contracts with a private detention facility or agency engaging in immigration enforcement, as specified. The bill would not apply these provisions to a provider of health care, as defined, that contracts with a private detention facility or agency engaging in immigration enforcement, as specified. The bill would establish the Due Process for All Fund and would require the Controller to transfer each year from the General Fund to the Due Process for All Fund the amount of tax collected that is attributable to business entities being made ineligible for tax credits by this bill. (Based on 07/08/2026 text)

AB 2513 (**Petrie-Norris, D**) **Wildfire: Regional Forest and Fire Capacity Program: local assistance grant program: regional landscape grants.**

Status: 08/03/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Summary: Existing law requires the Wildfire and Forest Resilience Task Force, including the Natural Resources Agency, the California Environmental Protection Agency, the Office of Planning and Research, and the Department of Forestry and Fire Protection, in coordination with certain public agencies, to develop a comprehensive implementation strategy to track and ensure the achievement of the goals and key actions identified in California's Wildfire and Forest Resilience Action Plan, as provided. Existing law requires the task force, on or before March 1, 2026, and every 5 years thereafter, to update that action plan, as provided. Existing law establishes, in the Department of Conservation, a Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire-adapted communities and landscapes, as provided. Existing law requires the department to, upon appropriation by the Legislature for purposes of the program, provide block grants to regional entities, as defined, to develop regional strategies that develop governance structures, identify wildfire risks, foster collaboration, and prioritize and implement projects within the region to achieve the goals of the program, as specified. Existing law authorizes the regional entities, as defined, to implement activities pursuant to this program, directly or by providing subgrants or contracts, and collaborative planning efforts with local entities to accomplish development of regional priority strategies, among other objectives. Existing law authorizes the department to, until July 1, 2025, authorize advance payments of grants awarded pursuant to the program. This bill would authorize the Director of the Department of Conservation to directly award regional landscape grants to regional entities to implement the above-described regional priority strategies to contribute to the achievement of the goals of California's Wildfire and Forest Resilience Action Plan, as specified. (Based on 08/03/2026 text)

AB 2552 (**Ávila Farías, D**) **California Environmental Quality Act: Transit-Oriented Development Implementation Fund: contributions.**

Status: 04/29/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 29). Re-referred to Com. on APPR.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. If a lead agency determines that a project will have a significant transportation impact, existing law authorizes the lead agency to mitigate the transportation impact to a less than significant level by helping to fund or otherwise facilitating housing or related infrastructure projects, including by contributing an amount, to be determined pursuant to guidance issued by the Office of Land Use and Climate Innovation, to the Transit-Oriented Development Implementation Fund for purposes of the Transit-Oriented Development Implementation Program. Existing law makes those moneys available to the Department of Housing and Community Development, upon appropriation by the Legislature, for the purpose of awarding funding for affordable housing or related infrastructure projects under the program in accordance with specified priorities. On or before July 1, 2026, and at least once every 3 years thereafter, existing law requires the office, in consultation with other state agencies, to issue guidance related to the implementation of these provisions, as provided. This bill would authorize a lead agency for a land use project to require an applicant to contribute to the Transit-Oriented Development Implementation Fund if certain cost conditions are met and the department and the office have validated the reductions in vehicle miles traveled that are attributable to the project, as specified. (Based on 04/16/2026 text)

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

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

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

AB 2576 (**Harabedian, D**) **Transit-oriented development: exclusions: historic sites.**

Status: 08/03/2026 - Read second time. Ordered to third reading.

Summary: Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including, among other sites prior to one year following the adoption of the 7th revision of the housing element, a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025. (Based on 06/15/2026 text)

AB 2601 (**Lee, D**) **Planning and zoning: housing development: streamlined approval and subdivisions.**

Status: 08/03/2026 - Read second time. Ordered to third reading.

Summary: Under the Planning and Zoning Law, the legislative body of a city or county may adopt ordinances that, among other things, regulate the use of buildings, structures, and land, as provided. The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps. Existing law requires a local agency to consider ministerially a proposed housing development containing no more than 2 residential units within a single-family residential zone, without discretionary review or a hearing, if the proposed housing development meets specified requirements. Existing law requires a local agency to ministerially approve a parcel map for an urban lot split if the parcel meets specified requirements. This bill would require that an application for a proposed housing development containing no more than 2 residential units within a single-family residential zone, as described above, be eligible for concurrent processing with an application for a parcel map for an urban lot split, as provided. The bill would authorize a local agency to condition issuance of building permits, grading permits, or certificates of occupancy for a proposed housing development upon the applicant first obtaining approval and recording a parcel map for eligible parcels pursuant to the above-described urban lot split provisions. (Based on 04/16/2026 text)

AB 2679 (**Hadwick, R**) **State highways: public parking: traffic control.**

Status: 08/03/2026 - In committee: Referred to APPR. suspense file.

Summary: Existing law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law establishes the Tahoe Transportation District as a special purpose district managed by representatives from the States of California and Nevada to, among other things, operate a public transportation system in the Lake Tahoe Basin. This bill would authorize the department, within the Tahoe corridor, to contract with a state agency, a local government, or the district relating to safety, access, and parking in the corridor to (1) designate the portions of state highways that constitute the corridor, (2) prevent unsafe parking and pedestrian movement in the corridor, as provided, and (3) enhance public access to the corridor and public recreation sites, by, among other things, developing public parking, establishing and collecting fees for public parking, and developing transit facilities and pedestrian pathways to connect public parking to recreation sites, as specified. This bill would require all moneys collected from a fee for that public parking to be deposited into the Tahoe Safe

Recreation Access Fund, which the bill would establish, and would, upon appropriation by the Legislature, require the department to use those moneys for purposes of improving transportation facilities on state highways in the Tahoe Basin, as specified. (Based on 07/09/2026 text)

HR 76 (**Schultz, D**) **Relative to affordable homeownership.**

Status: 02/05/2026 - Coauthors revised. Read. Adopted.

Summary: Would resolve that the Assembly recognizes the vital and unique role of affordable homeownership in strengthening California's economic future, promoting racial and economic equity, and building intergenerational stability for working families. Resolved, That the Assembly affirms the essential importance of the CalHome Program as the state's only dedicated mechanism for producing and preserving affordable ownership homes for lower income Californians. (Based on 01/21/2026 text)

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

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

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

SB 28 (**Umberg, D**) **Community Assistance, Recovery, and Empowerment (CARE) court program.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: The Community Assistance, Recovery, and Empowerment (CARE) Act authorizes specified persons, including a person with whom the respondent resides, family members, and first responders, among others, to petition a civil court to create a voluntary CARE agreement or a court-ordered CARE plan and implement services, to be provided by county behavioral health agencies, to provide behavioral health care, including stabilization medication, housing, and other enumerated services, to adults who are currently experiencing a severe mental illness and have a diagnosis identified in the disorder class schizophrenia and other psychotic disorders, and who meet other specified criteria. The Lanterman-Petris-Short Act authorizes a conservator of the person, of the estate, or of the person and the estate to be appointed for a person who is gravely disabled as a result of a mental health disorder or impairment by chronic alcoholism. Existing law requires the officer providing the conservatorship investigation, which may include a public guardian or a county mental health program, to investigate all available alternatives to conservatorship and to recommend conservatorship to the court only if no suitable alternatives are available. Existing law requires a conservatorship under these provisions to terminate after one year and specifies procedures if the conservator determines conservatorship is still required. This bill would authorize a conservator to, upon the termination of a conservatorship, request the court refer the conservatee to CARE court, as specified. (Based on 07/02/2026 text)

SB 222 (**Wiener, D**) **Residential heat pump water heater or heat pump HVAC systems.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law establishes the State Energy Resources Conservation and Development Commission and prescribes the authorities, duties, and responsibilities of the commission pertaining to energy matters. Existing law requires the commission, on or before January 1, 2019, in consultation with the Contractors State License Board, local building officials, and other stakeholders, to approve a plan that promotes compliance with specified regulations relating to building energy efficiency standards in the installation of central air-conditioning and heat pumps, as specified. Existing law authorizes the commission to adopt regulations to increase compliance with permitting and inspection requirements for central air-conditioning and heat pumps, and associated sales and installations, consistent with the above-described plan. This bill would establish various requirements and authorizations for the installation of a residential heat pump water heater or heat pump HVAC system, as defined, by, among other things, requiring a city, county, or city and county, beginning July 1, 2027, to adopt and offer asynchronous inspections for installations that do not require a licensed contractor and building inspector to be simultaneously present during the inspection. The bill would additionally require a city, county, or city and county, except as specified, to post specific information online, and on or before July 1, 2028, to implement an online automated permitting process for the installation of a residential heat pump water heater or residential heat pump HVAC system that issues permits in real time to a licensed contractor that meets certain criteria. (Based on 06/15/2026 text)

SB 239 (**Arreguín, D**) **Crimes: criminal threats.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law makes it a crime to willfully threaten to commit a crime that will result in death or great bodily injury to another person, as specified. Under existing law, this crime is punishable as a misdemeanor or by imprisonment in state prison as a felony. Existing law, for the purposes of sentencing for a felony violation of these provisions, authorizes the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of a state constitutional officer, a Member of the Legislature, or a judge or court commissioner, as specified. This bill would additionally authorize the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of an elections official of a city, county, city and county, or public district, or an elected local agency official, as specified. (Based on 07/02/2026 text)

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

Status: 08/06/2026 - Read second time. Ordered to third reading.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts specified projects from CEQA, including a project that consists exclusively of a day care center, as defined, that is not located in a residential area. This bill would exempt from CEQA a project that consists exclusively of a day care center, as defined, that is located on a parcel of land zoned exclusively for residential use, except as provided. (Based on 06/29/2026 text)

SB 327 (**McNerney, D**) **Public utilities: review of accounts: electrical and gas corporations: rates: political influence activities.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Under existing law, a regulated public utility is prohibited from using ratepayer funds for advocacy-related activities that are political or do not otherwise benefit ratepayers. Existing law prohibits each electrical corporation or gas corporation from recording to an above-the-line account, or otherwise recovering from ratepayers, direct or indirect costs of specified activities. This bill would additionally prohibit, except as provided, each electrical corporation or gas corporation from recording to an above-the-line account, or otherwise recovering from ratepayers, the direct or indirect costs of activities related to opposing the municipalization of electrical or gas utility service, as specified. (Based on 06/15/2026 text)

SB 331 (**Menjivar, D**) **Health care coverage: hearing aids.**

Status: 08/06/2026 - Read second time. Ordered to third reading.

Summary: Existing law requires an individual or small group health care service plan contract or health insurance policy to include, at a minimum, coverage for essential health benefits, as specified. Commencing January 1, 2027, if the United States Department of Health and Human Services approves a new essential health benefits benchmark plan for the state, existing law requires essential health benefits to include an annual hearing exam and one hearing aid per ear every three years. This bill, the Let California Kids Hear Act, would require a large group health care service plan contract or health insurance policy issued, amended, or renewed on or after January 1, 2027, to include coverage for hearing aids, as defined, for enrollees and insureds under 21 years of age, if medically necessary. The bill would limit the maximum required coverage amount to $3,000 per individual hearing aid, as specified. Because a willful violation of these requirements by a health care service plan would be a crime, the bill would impose a state-mandated local program. (Based on 06/01/2026 text)

SB 381 (**Wahab, D**) **Vital records: adoptees' birth certificates.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing 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. Existing 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 05/21/2026 text)

SB 457 **(Becker, D) Housing element compliance: committed assistance: in-kind services: realistic capacity formula.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. Existing law requires the housing element to include, among other things, an inventory of land suitable and available for residential development, an analysis of the relationship of zoning and public facilities and services to these sites, and an analysis of the relationship of the sites identified in the land inventory to the jurisdiction's duty to affirmatively further fair housing. Existing law requires a city or county, based on that inventory of land, to determine whether each site in the inventory can accommodate the development of some portion of its share of the regional housing need by income level during the planning period, as provided. Existing law requires the inventory of land to include, among other things, a description of the existing use of the property for nonvacant sites. For the nonvacant sites, existing law requires the city or county to specify the additional development potential for each site within the planning period. Existing law requires a city or county to rezone sites according to a specified program if the inventory of sites suitable and available for residential development does not identify adequate sites to accommodate the need for groups of all household income levels. Existing law requires that program to accommodate 100% of the need for housing for specified lower income households on sites required to be zoned to permit owner-occupied and rental multifamily residential use, as provided, and requires these sites to be zoned with specified minimum density and development standards, as provided. This bill would require, on or before January 1, 2028, the Department of Housing and Community Development to promulgate or approve formulas and associated user interfaces or other tools that allow for the determination of specified information, including, among other things, the realistic capacity of housing element inventory sites, as specified. (Based on 06/11/2026 text)

SB 675 **(Padilla, D) Imperial County Air Pollution Control District: members and duties.**

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

Summary: Existing law provides for the establishment of air pollution control districts and air quality management districts and prescribes the membership of the governing boards of air pollution control districts and air quality management districts. Those governing boards comprise combinations of mayors, city council members, and county supervisors, selected as prescribed, except for the governing board of the San Diego County Air Pollution Control District, which has a differently prescribed membership and certain specified duties. This bill would, as of July 1, 2027, prescribe the membership of the governing board of the Imperial County Air Pollution Control District (air district) and prescribe many of those same duties as are required for the San Diego County Air Pollution Control District. In particular, the bill would require the air district to appoint a specified liaison to consult with the United States Navy and the United States Marine Corps, as specified; create and maintain an internet website separate from the County of Imperial internet website and post specified information, including, among other information, the agendas and minutes of the governing board of the air district and all current and pending permit information and settled enforcement actions; apply for statewide grant and incentive programs; evaluate the current public complaint process, as specified; develop a plan for a comprehensive air monitoring program, as specified; and publish an annual air quality report, as specified. The bill would require the air district, by July 1, 2027, to post all applications for an authority to construct or permit to operate within 3 business days of receipt and to accept and consider all public comments received before taking final action on the applications. (Based on 06/18/2026 text)

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

Status: 08/06/2026 - Read second time. Ordered to third reading.

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

SB 692 **(Arreguín, D) Vehicles: homelessness.**

Status: 08/06/2026 - Read second time. Ordered to third reading.

Summary: Existing law makes it unlawful for a peace officer or an unauthorized person to remove an unattended vehicle from a highway, except as provided. Under existing law, the removal of a vehicle is a seizure, subject to the limits set forth in jurisprudence for the Fourth Amendment of the United States Constitution. Existing law authorizes a city, county, or city and county to adopt an ordinance establishing procedures for the abatement and removal, as public nuisances, of abandoned, wrecked, dismantled, or inoperative vehicles or parts of vehicles from private or public property. Existing law requires that any ordinance for the removal of abandoned vehicles contain certain provisions, including a provision exempting vehicles under certain circumstances, and a provision providing no less than a 10-day notice of intention to abate and remove the vehicle or part thereof as a public nuisance, unless the property owner and the owner of the vehicle sign releases. Existing law also exempts from the 10-day notice prior to removal provision, a vehicle meeting specified requirements, including being valued at less than $200 and being determined to be a public nuisance, if the property owner has signed a release. This bill would specifically authorize a local government to perform emergency summary abatement of vehicles creating imminent health and safety hazards. (Based on 06/25/2026 text)

SB 715 **(Allen, D) Elections: notice of candidates.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law requires the Secretary of State to transmit a certified list of candidates for partisan and voter-nominated offices eligible to be voted on within each county to the county elections official at least 68 days before a primary or general election. Existing law also requires the Secretary of State to notify the candidates for partisan and voter-nominated offices of the names, addresses, offices, occupations, and party preferences of all other candidates for the same office at least 73 days before the election. This bill would move the deadline to notify candidates of the other candidates for the same office to at least 78 days before the election. (Based on 06/11/2026 text)

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

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

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

SB 866 **(Blakespear, D) Planning and zoning: annual report: emergency shelter.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: The Planning and Zoning Law, requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to the Department of Housing and Community Development that includes, among other specified information, the agency's progress in meeting its share of regional housing needs and the number of units approved and disapproved in the prior year. This bill, beginning with the first annual report submitted after the due date for the 7th cycle revision of the housing element, would require that annual report to additionally include specified information regarding the special housing needs of families and persons in need of emergency shelter. (Based on 06/23/2026 text)

SB 876 **(Padilla, D) Fire and residential property insurance.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law generally regulates classes of insurance, including fire and residential property insurance. Existing law prohibits a policy from limiting or denying a payment of building code upgrade cost on the basis that the insured has decided to rebuild at a new location or to purchase an already built home at a new location. If there is a total loss of the insured structure, this bill would require the building code upgrade cost payable to include all costs that would have been incurred if the insured structure been completely rebuilt at its original location. (Based on 06/25/2026 text)

SB 879 **(Laird, D) Budget Act of 2026.**

Status: 01/12/2026 - Read first time.

Summary: Would make appropriations for the support of state government for the 2026–27 fiscal year. This bill contains other related provisions. (Based on 01/09/2026 text)

SB 887 **(Padilla, D) California Environmental Quality Act: environmental leadership development projects: data centers: clean energy powerplant projects.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare and propose guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt the guidelines. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that are exempt from CEQA, commonly known as categorical exemptions. This bill would define “data center” for the purposes of CEQA and prohibit the application of categorical exemption to a project for the development and operation of a data center, as specified. By increasing the duties of a lead agency in relation to the environmental review of a data center project, this bill would impose a state-mandated local program. (Based on 06/29/2026 text)

SB 894 **(Allen, D) Wildfire resiliency: financial assistance.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law establishes the California Alternative Energy and Advanced Transportation Financing Authority to provide alternative methods of financing in providing and promoting the establishment of facilities using alternative methods and sources of energy and facilities needed for the development and commercialization of advanced transportation technologies, as provided. This bill would establish the California Wildfire Resilience Loan Program and would require the authority, upon appropriation by the Legislature, to administer the program to provide financial assistance for projects and activities to reduce wildfire-related risks and losses, including home hardening and defensible space improvements, as provided, and would make related changes. (Based on 05/14/2026 text)

SB 904 **(Seyarto, R) Recovery from a state of emergency.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: The California Emergency Services Act authorizes the Governor to proclaim a state of emergency when specified conditions of disaster or extreme peril to the safety of persons and property exist, and authorizes the Governor to exercise certain powers in response to that emergency, including, but not limited to, suspending specified statutes, ordinances, orders, regulations, or rules. This bill would impose specific duties on the Department of Housing and Community Development if the Office of Emergency Services makes a written determination, within 10 days after the date that the Governor declared a state of emergency relating to a wildfire, that the wildfire caused substantial structural damage requiring significant rebuilding efforts, as defined. The bill would require the department, under this condition, to consult with other specified state entities and local governments to identify state permitting requirements and local procedures that could be suspended or revised to support recovery and rebuilding efforts as a result of the wildfire, as specified. The bill would require the department to prepare and submit initial and periodic reports to the Governor and Legislature with the information and recommendations. This bill, on or before July 1, 2028, would require the Department of Housing and Community Development, in consultation with other specified state entities, to convene a workgroup to review and provide a report to the Governor and the Legislature with recommendations regarding any provision of the California Building Standards Code that should be suspended for specified types of projects to facilitate rapid, safe, disaster-resilient, and cost-effective rebuilding and recovery guidance for any future state of emergency. (Based on 07/01/2026 text)

SB 908 **(Wiener, D) Residential windows: retrofitting: residential window replacement projects: California Building Code compliance.**

Status: 08/06/2026 - Read second time. Ordered to third reading.

Summary: The Davis-Stirling Common Interest Development Act governs the management and operation of common interest developments. Existing law places various limits and prohibitions on the governing documents, as defined, relative to an owner's separate interest within those developments. This bill would prohibit those governing documents from limiting or prohibiting the owner of a separate interest within a common interest development from completing a residential window replacement project, as defined, or from imposing any requirements on California Energy Code-compliant windows in a housing development project, as defined. (Based on 06/15/2026 text)

SB 922 **(Laird, D) Vehicles: local agency charges: use of streets or highways.**

Status: 08/06/2026 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending.

Summary: Existing 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 explicitly state that a fee, charge, surcharge, or component thereof imposed upon the provider of, or ratepayer for, public services 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 those public services is not a tax, permit fee, or other charge that is prohibited by the provision described above. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge. (Based on 07/02/2026 text)

SB 947 **(McNerney, D) Employment: automated decision systems.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law requires the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems (ADS) that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. Existing law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner, within the Department of Industrial Relations. This bill would prohibit an employer, as defined, from using an ADS to perform certain functions and would limit the purposes for and way in which an ADS may be used. The bill would authorize a worker to request, and require an employer to provide, a copy of the most recent 12 months of the worker's own data primarily used by an ADS to make a disciplinary, termination, or deactivation decision, as specified. The bill would require an employer that primarily relied upon an ADS to make a disciplinary, termination, or deactivation decision to provide the affected worker with a written postuse notice, as specified. This bill would prohibit an employer from discharging, threatening to discharge, demoting, suspending, or in any manner discriminating or retaliating against any worker for taking certain actions asserting their rights under the bill. (Based on 07/02/2026 text)

SB 951 **(Reyes, D) Employment: technological displacement: notice.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner, within the Department of Industrial Relations. Existing law establishes the Employment Development Department (EDD), which is administered by the Director of Employment Development. Under existing law, the Director of Employment Development is vested with specified duties, purposes, responsibilities, and jurisdiction related to job creation activity functions, among other things. Existing law, the California Worker Adjustment and Retraining Act

(Cal/WARN Act), prohibits an employer from ordering a mass layoff, relocation, or termination at a covered establishment unless, 60 days before the order takes effect, the employer gives written notice of the order to the employees affected by the order and to the EDD and certain local officials. Existing law makes an employer who fails to give specified notice regarding a mass layoff, relocation, or termination subject to a civil penalty of not more than $500 for each day of the employer's violation. This bill would revise the Cal/WARN Act to also require an employer giving notice of a mass layoff, relocation, or termination caused in whole or in substantial part by an artificial intelligence (AI) system or other automated technology replacing or automating employment positions to include certain information in the notice, including the job functions performed by workers that will be automated by AI. (Based on 07/02/2026 text)

SB 954 (**Blakespear, D**) **California Environmental Quality Act: advanced manufacturing facilities: exemption.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.
Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines various terms, including "natural and protected lands" for its purposes. This bill would revise the definition of that term to include habitats for protected species identified as candidate, sensitive, or species of special status by state or federal agencies. (Based on 05/14/2026 text)

SB 958 (**Weber Pierson, D**) **California Environmental Quality Act: environmental impacts: building height.**

Status: 08/06/2026 - Read second time and amended. Ordered to second reading.
Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would, for purposes of CEQA, prohibit the environmental impacts that are associated with increased building height alone from being considered significant impacts on the environment, if a project meets specified conditions, as provided. Because a lead agency would be required to determine if a project meets the specified conditions, the bill would impose a state-mandated local program. (Based on 08/06/2026 text)

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

Status: 08/06/2026 - From consent calendar on motion of Assembly Member Aguiar-Curry. Ordered to third reading. Read second time. Ordered to consent calendar.
Summary: Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local agency official, as defined, acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. (Based on 06/22/2026 text)

SB 996 (**Padilla, D**) **Manufactured housing: classification as real property.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.
Summary: The Mobilehome Parks Act requires the Department of Housing and Community Development to establish regulations for manufactured home, mobilehome, and commercial modular foundation systems. Existing law authorizes a manufactured home, mobilehome, or commercial modular to be installed on a foundation system as either a fixture or improvement to the real property if certain conditions are met. In this regard, existing law requires, among other things, a manufactured home, mobilehome, or commercial modular owner or licensed contractor to obtain a building permit from the appropriate enforcement agency before installing the manufactured home, mobilehome, or commercial modular on a foundation system by, among other things, submitting written

evidence acceptable to the enforcement agency that the manufactured home, mobilehome, or commercial modular owner owns, holds title to, or is purchasing the real property where the mobilehome is to be installed on a foundation system. Existing law specifies that a lease held by the owner, that is transferable, for the exclusive use of the real property where the manufactured home, mobilehome, or commercial modular is to be installed, is deemed to comply with that requirement if the lease is for a term of 35 years or more, or if fewer than 35 years, for a term mutually agreed upon by the lessor and lessee, and the term of the lease is not revocable at the discretion of the lessor except for cause, as specified. This bill would specify that the authorization to install a manufactured home, mobilehome, or commercial modular as either a fixture or improvement to the real property applies to permanent foundation systems. (Based on 06/16/2026 text)

SB 1008 (**Ochoa Bogh, R**) **California Environmental Quality Act: exemption: railroad grade crossing closure.**

Status: 08/06/2026 - Read second time. Ordered to consent calendar.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements and authorizes a lead agency, if it determines a certain project is exempt from CEQA, to file a notice of exemption, as provided. This bill would exempt from CEQA the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. The bill would provide that the exemption is inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. The bill would require the lead agency to file the notice of exemption with specified public entities, as provided. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program. (Based on 02/09/2026 text)

SB 1014 (**Grayson, D**) **Development projects: preliminary estimate of required improvements: onsite and offsite improvements.**

Status: 08/06/2026 - Read second time. Ordered to third reading.

Summary: The Permit Streamlining Act sets forth various procedures for the review and approval of development project applications, including, among other things, requiring each public agency to compile one or more lists that specify in detail the information that will be required from any applicant for a development project. The act also requires a city, county, or city and county to deem an applicant for a housing development project to have submitted a preliminary application upon providing specified information about the proposed project to the city, county, or city and county from which approval for the project is being sought. This bill would permit an applicant who submits a preliminary application for a housing development project, as specified, or an application if a preliminary application is not submitted, to include in the preliminary application or application a request for a preliminary estimate of required improvements, as provided. The bill would require a city, county, or city and county that receives a request under these provisions to provide the preliminary estimate within 30 business days of the submission of the request, as provided. The bill would authorize, for improvements required by a public agency, as specified, the applicant to request, within 30 days of submission, a list of the types of improvements that may be required, as provided. The bill, within 30 business days of deeming an application for a postentitlement phase permit complete, would additionally require the city, county, or city and county to provide the applicant with an itemized list of all onsite and offsite improvements that will be required prior to issuance of, or otherwise in connection with, that permit, as provided. (Based on 06/03/2026 text)

SB 1025 (**Hurtado, D**) **Office of Food Security and Affordability.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law declares that it is the established policy of the state that every human being has the right to access sufficient affordable and healthy food. Existing law establishes various food assistance programs, including, among others, the federal Supplemental Nutrition Assistance Program (SNAP), known in California as CalFresh, under which supplemental nutrition assistance benefits allocated to the state by the federal government are distributed to eligible individuals by each county. This bill would establish the Office of Food Security and Affordability, an independent public entity not affiliated with another state agency or department, to be administered by a Director of Food Security and Affordability. The bill would require the director to be appointed by the Governor and confirmed by the Senate. The bill would require the office to collaborate with appropriate state agencies or departments to, among other things, coordinate statewide outreach for food insecurity programs and establish best practices for food banks and emergency food providers, as specified. (Based on 06/08/2026 text)

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

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law requires the State Air Resources Board to prepare a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden that includes an assessment and identification of those communities. Existing law requires the statewide strategy to be updated at least once every 5 years. Existing law requires the state board, based on the assessment and identification, to select locations around the state for preparation of community emissions reduction programs. Existing law requires the assessment and identification to prioritize disadvantaged communities, as defined. Existing law requires the regional air quality management district or the regional air pollution control district encompassing the location selected by the state board, within one year of selection, to adopt a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures, as provided. Existing law requires the state board to provide grants to community-based organizations for technical assistance and to support community participation in the implementation of the statewide strategy. Under this existing regulatory authority, the state board provides grants to development and implement local community emissions reduction plans. This bill would revise the definition of “disadvantaged community” to include a disadvantaged unincorporated community. By expanding the definition of “disadvantaged community,” the bill would expand the duties of districts in the preparation of community emissions reduction programs, thereby imposing a state-mandated local program. (Based on 07/02/2026 text)

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

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. (Based on 06/25/2026 text)

SB 1116 **(Caballero, D) Planning and zoning: housing development projects: subdivisions.**

Status: 08/06/2026 - Read second time. Ordered to third reading.

Summary: Under the Planning and Zoning Law, the legislative body of a city or county may adopt ordinances that, among other things, regulate the use of buildings, structures, and land, as provided. The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency’s processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps. Existing law authorizes a development proponent to submit an application for a housing development project on a subdivided lot, as specified, that meets specified requirements, and requires a local agency to ministerially consider that application, as specified. Existing law prohibits a local agency from imposing on a housing development on a lot subdivided as specified an objective zoning standard, objective subdivision standard, or objective design standard that, among other things, physically precludes the development of a project built to specified densities. However, with respect to certain lots, existing law allows a local agency to impose a height limit of no less than the height allowed pursuant to the existing zoning designation applicable to the lot. This bill would require the height limits under these provisions to apply exclusively to the physical height of a building rather than the number of floors. The bill would additionally prohibit a local agency from imposing specified front or internal setbacks, except as specified. (Based on 07/02/2026 text)

SB 1135 **(Blakespear, D) California Wildlife Coexistence Act.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law establishes the Department of Fish and Wildlife in the Natural Resources Agency. Under existing law, the department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. This bill would require the department, upon appropriation by the Legislature, to establish the Wildlife Coexistence Program to manage and promote wildlife coexistence by conducting specified activities, including maintaining a statewide wildlife incident reporting tool. The bill would rename the Wolf-Livestock Compensation Pilot Program to the Wolf-Livestock Coexistence and Compensation Program and would require the department, upon appropriation by the Legislature, to establish the program to provide resources to eligible participants for purposes relating to wolves and livestock. The bill would authorize the department, upon appropriation by the Legislature, including the cost for implementation, to provide resources to wildlife coexistence partners, as defined, to support efforts required for the Wildlife Coexistence Program and the Wolf-Livestock Coexistence and Compensation Program. (Based on 06/03/2026 text)

SB 1149 (**Durazo, D**) **Employees: bereavement leave.**

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

Summary: Existing law makes it an unlawful employment practice for an employer to refuse to grant a request by any employee to take up to 5 days of bereavement leave upon the death of a family member, as defined, to refuse to hire, or to discharge, demote, fine, suspend, expel, or discriminate against, an individual because of the individual's exercise of the right to bereavement leave or because of the individual's giving information or testimony as to their own or another person's bereavement leave, or to interfere with, restrain, or deny the exercise of, or the attempt to exercise, any of these rights, as specified. This bill would include a designated person identified by the employee, as specified, in the definition of "family member" and authorize an employer to limit an employee to one designated person per 12-month period for purposes of these provisions relating to bereavement leave. (Based on 05/14/2026 text)

SB 1167 (**Blakespear, D**) **Vehicles: electric bicycles.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: 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)

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

Status: 08/03/2026 - Read second time. Ordered to third reading.

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

SB 1196 (**McNerney, D**) **Small energization projects: electrical service connections.**

Status: 08/06/2026 - Read second time. Ordered to third reading.

Summary: The Powering Up Californians Act requires the Public Utilities Commission to determine the criteria for timely service for electrical customers to be energized, including, among other things, categories of timely electric service through energization, as specified. The act requires the commission to establish reasonable average and maximum target energization time periods to ensure that work is completed in a manner that minimizes delay in meeting the date requested by an electrical customer to the greatest extent possible. This bill would require the commission, by September 30, 2027, in a new or existing proceeding, to establish timelines for electrical corporations to respond to and process requests to energize small energization projects, as provided. (Based on 06/29/2026 text)

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

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system and requires Caltrans to improve and maintain the state highways. Existing law requires Caltrans, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for wildlife connectivity assets that reflect the need for new assets and conditions of existing assets that improve or maintain the connectivity of wildlife crossings on the state highway system. (Based on 05/14/2026 text)

SB 1268 **(Gonzalez, D)** **Outdoor public recreation spaces: equitable access.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Would establish the Outdoors for All initiative, to be administered by the Natural Resources Agency, in consultation with specified state entities, to advance the objectives of the act and to implement and update specified priorities, including, among other related priorities, establishing outdoor public recreation spaces, as defined, connecting people and the outdoors, and aligning funding to achieve the initiative's goals, as specified. The bill would require the agency to report, on or before January 1, 2028, and annually thereafter, to the appropriate policy and fiscal committees of the Legislature on the progress made to achieve the initiative's goals, as specified. (Based on 04/23/2026 text)

SB 1275 **(McNerney, D)** **Sales and use tax exemption: vehicle license fee imposition: motor vehicles.**

Status: 05/14/2026 - May 14 hearing: Held in committee and under submission.

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after July 1, 2027, and before July 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a used motor vehicle sold by specified dealers or their affiliates or a new motor vehicle. (Based on 04/09/2026 text)

SB 1279 **(Gonzalez, D)** **Speed safety systems.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law authorizes, until January 1, 2032, the City of Los Angeles, San Jose, Oakland, Glendale, or Long Beach, or the City and County of San Francisco to establish a program for speed enforcement that utilizes a speed safety system if the system meets specified requirements, including limits on the number of speed safety systems operated by the city at any time based on population. Existing law requires the speed safety system, to the extent feasible, to be angled and focused so as to only capture photographs of speeding violations and prohibits the speed safety system from capturing identifying images of other drivers, vehicles, or pedestrians. Existing law prohibits speed safety systems in participating cities from being operated on any California state route, including all freeways and expressways, United States highways, interstate highways, or any public road in unincorporated areas of any county where the Commissioner of the California Highway Patrol has full responsibility and primary jurisdiction for the administration and enforcement of the laws, and for the investigation of traffic accidents. This bill would require speed safety systems to blur any images that are unavoidably captured of other drivers, vehicles, or pedestrians who are not the subject of a notice of violation, and would require speed safety systems to blur these images, only to the extent feasible, for cameras that were installed before January 1, 2027. (Based on 06/26/2026 text)

SB 1301 **(Allen, D)** **Residential property insurance: nonrenewals.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law creates the Department of Insurance, headed by the Insurance Commissioner, and generally regulates classes of insurance, including residential property insurance. Existing law requires an insurer to deliver to the named insured an offer of renewal, as specified, at least 45 days before the policy expiration and to deliver a notice of nonrenewal at least 75 days before the policy expiration. If the insurer fails to do so, existing law requires the existing policy, with no change in its terms and conditions, to remain in effect for 75 days from the date that the notice of nonrenewal is delivered or mailed to the named insured. Existing law requires nonrenewal notices to contain specified information. This bill would, beginning January 1, 2028, require an insurer to either deliver to the named policyholder an offer of renewal or a notice of nonrenewal or a notice of renewal with a reduction of limits or an elimination of coverage under the policy at least 90 days before the policy expiration. The bill would require the notice to contain specified information, including all information related to the basis for the nonrenewal or the reduction of limits or elimination of coverage, as specified. If the insurer fails to deliver an offer or notice to the named policyholder, the bill would require the existing policy to remain in effect for 90 days from the date the offer of renewal is delivered or the notice of nonrenewal or notice of renewal with a reduction of limits or an elimination of coverage is delivered. If an insurer finds that a policy does not meet its underwriting guidelines due to a condition that can be remedied by the policyholder. (Based on 06/25/2026 text)

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

Status: 08/06/2026 - Read second time. Ordered to consent calendar.

Summary: 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. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027. (Based on 03/23/2026 text)

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

Status: 08/03/2026 - Read second time. Ordered to third reading.

Summary: Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects. (Based on 06/23/2026 text)

SB 1383 (**Arreguín, D**) **Housing development: density bonus: incentives or concessions: labor standards.**

Status: 08/03/2026 - Read second time. Ordered to third reading.

Summary: The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus, waivers or reductions of development standards, parking ratios, and other incentives or concessions, as specified, if the developer agrees to construct certain types of housing, including, among other types of housing, housing that will include specified percentages of units for rental or sale to lower income households or very low income households, as specified. Existing law requires a city or county to grant incentives or concessions requested by an applicant for a density bonus except under prescribed circumstances. Existing law defines "incentives or concessions" to include, among other things, a reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards, as specified, and regulatory incentives or concessions proposed by the developer or the city or county that result in identifiable and actual cost reductions to provide for affordable housing costs, as specified. This bill would exclude a reduction in site development standards, a modification of zoning code or architectural design requirements, and other regulatory incentives or concessions that include or relate to a labor standard, as defined, from the definition of "incentives or concessions." (Based on 03/23/2026 text)

SB 1394 (**Gonzalez, D**) **State holidays: Cesar Chavez Day: Farmworkers Day.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: Existing law designates specific days as holidays in this state. Existing law designates holidays on which community colleges and public schools are authorized to close pursuant to a memorandum of understanding between the governing board and represented employees, including Cesar Chavez Day on March

31. Existing law entitles state employees, with specified exceptions, and authorizes certain community college and public school employees, to be given time off with pay for specified holidays, as specified. Existing law redesignates March 31 as Farmworkers Day instead of Cesar Chavez Day, and requires the Governor to annually proclaim March 31 as Farmworkers Day. This bill would remove the designation of March 31 as Cesar Chavez Day for purposes of holidays on which community colleges and public schools are authorized to close, and instead authorize community colleges and public schools to close on August 6, known as Farmworkers Day. (Based on 06/11/2026 text)

SB 1423 **(Stern, D) Regional planning: standardized spatial planning datasets.**

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: 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, 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)

SB 1424 **(Archuleta, D) Sales and use taxes: zero-emission vehicle fueling or charging.**

Status: 06/30/2026 - June 29 set for second hearing. Placed on suspense file. June 29 hearing. Held in committee and under submission.

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state of, or on the storage, use, or other consumption in this state of, tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including a partial exemption for the sale of, or the storage, use, or consumption of, qualified tangible personal property purchased for use by a qualified person to be used primarily in any stage of the manufacturing, processing, refining, fabricating, or recycling of tangible personal property, beginning at the point any raw materials are received by the qualified person and introduced into the process and ending at the point at which the manufacturing, processing, refining, fabricating, or recycling has altered tangible personal property to its completed form, including packaging, if required. Existing law (backfill requirement) requires an amount that equals the estimated revenue loss to the General Fund from the allowance of the above-described exemptions, with the concurrence of the Department of Finance, to be transferred from the Greenhouse Gas Reduction Fund to the General Fund, as prescribed. This bill would, beginning July 1, 2027, define "processing" to include the altering, converting, conditioning, or other preparation of hydrogen or electricity for the purposes of selling the hydrogen for fueling or the electricity for charging a vehicle and would define "qualified tangible personal property" to include hydrogen fueling station equipment and charging station equipment and component parts used as an integral part of those activities. (Based on 06/17/2026 text)

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

Status: 08/05/2026 - August 5 set for first hearing. Placed on suspense file.

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified. This bill would establish a permit program, administered by the authority, for encroachments on the authority's operating right-of-way. The bill would make any person who installs or performs an encroachment within the authority's operating right-of-way, without a permit, guilty of a misdemeanor, except as provided. The bill would also make any person who willfully damages any feature of the high-speed train system or any portion of the authority's operating right-of-way guilty of a misdemeanor. The bill would provide for civil penalties for specified categories of encroachment and, unless authorized by law or an encroachment permit, would make it unlawful to manage water flows in certain ways that impact the high-speed train system or the authority's operating right-of-way, as specified. The bill would authorize the authority or the Attorney General to recover these civil penalties. The bill would require all moneys, including moneys from permit fees and civil penalties, collected pursuant to its provisions to be deposited into the High-Speed Rail Property Fund, except for the award of any reasonable attorney's fees and costs provided to the recovering agency to recoup the cost of litigation, as provided. (Based on 07/02/2026 text)

Total Measures: 123
Total Tracking Forms: 123

AGENDA ITEM 4

REPORT

Southern California Association of Governments
August 18, 2026

To:	LCMC - Legislative/Communications and Membership Committee	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	David Angel, Senior Legislative Affairs Analyst 213-630-1422, angel@scag.ca.gov	Kome Ajise
Subject:	SB 675 (Padilla) - Imperial County Air Pollution Control District Reform Follow-Up	

RECOMMENDED ACTION:
Staff recommends a "watch" position for Senate Bill (SB) 675 (Padilla).

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:
At its June 2026 meeting, the Legislative/Communications & Membership Committee (LCMC) recommended the Regional Council (RC) adopt an "oppose" position on SB 675 (Padilla). Following public comment and discussion, the RC directed SB 675 (Padilla) back to the LCMC for further review.

SB 675 (Padilla) would restructure the governance of the Imperial County Air Pollution Control District by replacing the current board structure with a 10-member board composed of county, city, and public representatives, effective July 1, 2027.

Based on recent amendments and potential upcoming amendments, staff now recommends that SCAG adopt a "watch" position on SB 675 (Padilla).

BACKGROUND:
At its June 2026 meeting, the Legislative/Communications & Membership Committee (LCMC) received a Mid-Cycle Legislative Update for informational purposes that included several active bills related to SCAG's core issue areas. Following discussion, the LCMC recommended that the Regional Council (RC) adopt an "oppose" position on SB 675 (Padilla), SB 866 (Blakespear), and SB 1414 (Reyes).

At its July 2026 meeting, the RC approved opposition positions on SB 866 (Blakespear) and SB 1414 (Reyes) but directed staff to return SB 675 (Padilla) to the August 2026 LCMC for further review. Since the bill was last considered by the LCMC, SB 675 has been amended and continued to advance through the legislative process.

Bill: SB 675 **Author**: Senator Steve Padilla (D-San Diego)
Title: Imperial County Air Pollution Control District: members and duties.
Status: Passed Sen. Floor 39-0 06/04/25. Gut-and-amended in the Assembly to contain current language 06/01/26. Passed Asm. Natural Resources 9-4 on 06/08/26 and assigned to Asm. Approps suspense file to be heard 08/13/26.
Hyperlink: https://leginfo.legislature.ca.gov/faces/billVotesClient.xhtml?bill_id=202520260SB675

SB 675 would establish a new 10-member governing board for the Imperial County Air Pollution Control District (ICAPCD) consisting of one county representative, five city representatives, and four public members with expertise in public health, environmental justice, labor, and agriculture. The bill establishes qualifications, appointment procedures, term limits, compensation provisions, and vacancy processes for the new board composition.

The bill would further impose several transparency, reporting, and public engagement requirements on the district, including creating and maintaining a standalone website, publicly posting permitting, enforcement, and budgetary information, evaluating and improving the district's public complaint process, developing a comprehensive air monitoring plan, publishing an annual air quality report, applying for available state grant and incentive programs, and preparing a report summarizing permitting actions taken during calendar year 2027. The measure would also require the district to consider rule changes to ensure adequate opportunities for public comment on permit applications and provide that costs not covered by existing funding sources be funded through a per-capita assessment on local jurisdictions within the district.

Supporters contend that the measure would broaden representation and improve transparency and accountability, while opponents continue to express concerns regarding local control, implementation costs, and potential unfunded mandates.

Since the LCMC considered SB 675 in June, the bill has been substantially amended. Most notably, the bill no longer prohibits the ICAPCD from issuing Title V permits or other major air permits during the transition period. Title V permits, established under the 1990 Clean Air Act Amendments, aim to streamline air quality regulation and improve compliance transparency by consolidating federal, state, and local air quality requirements into a single, legally enforceable document. This amendment to SB 675 addresses a key concern identified in committee analyses and stakeholder feedback.

In addition, recent amendments accelerate implementation of board restructuring from March 1, 2028, to July 1, 2027. Lastly, the bill also requires the board to designate a liaison to the U.S. Navy and U.S. Marine Corps and consult with military representatives on permitting, regulatory, and planning matters that could affect military operations.

Support:
City of Imperial (sponsor), Alianza Coachella Valley, Audubon California, Imperial Valley Equity & Justice Coalition, Sierra Club California

Oppose:
California Chamber of Commerce, Imperial County Board of Supervisors, Imperial County Farm Bureau

Prior Committee Action
At its meeting on June 16, 2026, staff presented an informational update on seven (7) active legislative bills, as follows: SB 675 (Padilla), SB 866 (Blakespear), SB 1123 (Wiener), SB 1361 (Durazo), SB 1414 (Reyes), AB 1777 (Garcia), and AB 2168 (Wicks). Following the presentation and committee discussion, members voted to redesignate three bills as action items and recommend that the EAC and RC adopt an "oppose" position on SB 675 (Padilla), SB 866 (Blakespear), and SB 1414 (Reyes). The motion passed 16-0.

At its July 2026 meeting, the Regional Council approved “oppose” positions on SB 866 (Blakespear) and SB 1414 (Reyes). However, members pulled SB 675 (Padilla) from the consent calendar and directed staff to return the bill to the August 2026 LCMC for further review following discussion and public comment. Since that time, SB 675 has undergone significant amendments as described above.

Recommendation:
While SCAG occasionally takes positions on legislation with localized impacts to support the interests of member agencies, SB 675 has undergone significant amendments since it was first considered by the LCMC. Further, stakeholders noted at the bill's July 1 Assembly Appropriations hearing that they are requesting additional, substantive amendments related to the bill’s governance, implementation, and funding provisions.

Given the bill's evolving nature and the lack of consensus among affected stakeholders, staff recommends that SCAG adopt a "watch" position on SB 675 and continue monitoring the measure as it advances through the legislative process.

FISCAL IMPACT:
Work associated with SB 675 (Padilla) - Imperial County Air Pollution Control District Reform Follow-Up is within the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENTS:
1. PowerPoint Presentation – SB 675 (Padilla) Follow-Up

SB 675 (Padilla) – Follow Up

August 18, 2026

David Angel, Sr. Legislative Affairs Analyst

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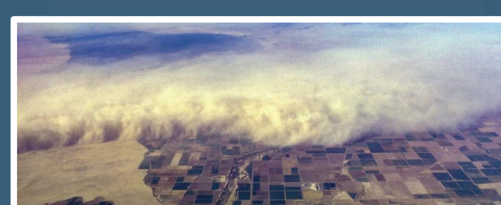
SB 675 (Padilla): Imperial County APCD

- Restructures ICAPCD governance (county-only board → county/city/public board).
- Key amendments since June LCMC/July RC:
  - Removed Title V permit moratorium.
  - Accelerated implementation from March 2028 to July 2027.
- Stakeholders remain unaligned, and additional significant amendments are being sought

<u>Staff Recommendation: WATCH</u>



Source: Salton Sea dust triggers lung inflammation
www.news.ucr.edu/articles/2022/12/08/salton-sea-dust-triggers-lung-inflammation

Thank you

Questions?

AGENDA ITEM 5

REPORT

Southern California Association of Governments
August 18, 2026

To: RC - Regional Council
LCMC - Legislative/Communications and Membership Committee

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

From: Jorge Zavala, Legislative Affairs Analyst
213-630-1414, zavala@scag.ca.gov

Subject: Transportation Policy and Safety Improvements

RECOMMENDED ACTION:
Staff recommends support for Senate Bill (SB) 741 (Blakespear) and SB 1167 (Blakespear).

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:
SB 741 (Blakespear) would streamline the Low Carbon Transit Operations Program (LCTOP) by broadening eligible uses of program funding and reducing administrative requirements associated with receiving and expending those funds. The bill would allow transit agencies to use LCTOP funds for transit service maintenance or expansion, transit fare subsidies, and network and fare integration technology improvements, while simplifying the current greenhouse gas reduction demonstration and project approval processes. SCAG supports legislative efforts that allow transit operators more flexibility in using funding for transit projects, operations, and maintenance. Given the importance of LCTOP funding to transit operators throughout the SCAG region and the bill's potential to provide greater flexibility in the use of these funds, staff recommends that SCAG adopt a "support" position on SB 741.

SB 1167 (Blakespear) would strengthen California's regulation of electric bicycles and other electric-powered devices by clarifying vehicle classifications, expanding labeling and consumer disclosure requirements, and improving enforcement against illegal or misrepresented e-bikes. The bill seeks to address concerns regarding overpowered electric devices being marketed as e-bikes by establishing clearer distinctions between e-bikes, mopeds, motor-driven cycles, and other electric vehicles, while requiring additional safety, equipment, battery, and certification standards. SB 1167 would also improve data collection related to crashes involving these devices and provide law enforcement with additional tools to address unauthorized vehicles operating on public roadways. SCAG supports legislative efforts that facilitate development of complete streets, safe multi-use public rights-of-way, and street networks for people of all ages and abilities using a variety of modes (e.g., walking, biking, rolling, driving, taking transit). Given the bill's focus on improving

safety, consumer transparency, and enforcement of existing vehicle classifications, staff recommends that SCAG adopt a "support" position on SB 1167.

BACKGROUND:

Bill: SB 741 **Author**: Senator Catherine Blakespear (D-Encinitas)

Title: Low Carbon Transit Operations Program (LCTOP)

Status: Gut-and-amended on 06/08/26 to relate to LCTOP streamlining. Passed Assembly Transportation 15-0 on 6/29/2026. Amended and set for hearing in Assembly Appropriations on 8/16/2026. Requires a two-thirds vote.

Hyperlink: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB741

SB 741 would revise the Low Carbon Transit Operations Program by replacing the current list of eligible expenditures with three broader spending categories: (1) maintenance or expansion of bus, rail, or ferry services, including equipment acquisition, fueling, maintenance, and operating costs; (2) transit fare subsidies, including discounted or free student transit passes; and (3) network and fare integration technology improvements. Expenditures within these categories would be deemed to reduce greenhouse gas emissions for purposes of the program.

The bill would also substantially streamline program administration by removing existing greenhouse gas reduction demonstration requirements, repealing current anti-supplantation requirements, allowing transit agencies to submit single-year or multi-year expenditure plans, and permitting agencies to modify expenditures within the authorized categories without restarting the approval process. Transit agencies would continue to provide expenditure documentation to Caltrans after funds are expended, but the bill would simplify how agencies access and administer LCTOP funding.

Since the bill was first introduced, it has undergone significant amendments. Most notably, the June 8, 2026, version would have eliminated the requirement that transit agencies serving disadvantaged communities dedicate at least 50 percent of their LCTOP allocations to projects benefiting those communities. In response to concerns raised by environmental, planning, and equity organizations, amendments adopted on July 1, 2026, restored the disadvantaged community investment requirements. Additional amendments clarified that expenditures on transit buses must comply with the California Air Resources Board's Innovative Clean Transit regulations and specified that eligible expenditures under the bill are deemed to reduce greenhouse gas emissions.

SB 741 is sponsored by the California Transit Association, which argues that existing LCTOP requirements have become unnecessarily complex and administratively burdensome, requiring transit agencies to devote significant staff time to documentation, greenhouse gas modeling, and compliance activities. CTA, of which SCAG is a member, and other bill supporters contend that SB 741 would allow agencies to focus resources on improving transit service and maintaining ridership while retaining oversight through expenditure reporting and financial audits.

The bill is particularly relevant to the SCAG region because local transit operators receive a substantial share of statewide LCTOP funding. According to the State Controller's FY 2025-26 allocation list, approximately $57.2 million, roughly 43 percent of statewide eligible allocations, is associated with transit operators and transportation entities within SCAG's six-county region. Major regional operators, including LA Metro and the Ventura County Transportation Commission, currently rely on LCTOP funding to support transit operations and related investments. Consequently, changes to program requirements and funding flexibility could have significant implications for transit agencies throughout Southern California.

While some stakeholders have expressed concerns regarding reduced oversight and broader spending flexibility, the bill's recent amendments have addressed many of the concerns raised by environmental justice and transit equity advocates. As currently drafted, SB 741 preserves disadvantaged community investment requirements, supports compliance with state transit electrification goals, and reduces administrative barriers that transit agencies frequently identify as challenges in accessing program funding. Given the measure's regional significance and potential benefits for transit operators throughout Southern California, staff recommends that SCAG adopt a “support” position on SB 741 (Blakespear).

Support:
California Transit Association (Sponsor), Central Contra Costa Transit Authority, Orange County Transportation Authority, San Diego Metropolitan Transit System, Santa Barbara Metropolitan Transit District, Santa Cruz Metropolitan Transit District, Streets for All, Sunline Transit Agency.

Support if Amended:
Climate Plan, MoveLA, Natural Resources Defense Council Action Fund, Planning and Conservation League, Public Advocates, Via Transportation.

Opposition:
No Opposition.

Bill: SB 1167 **Author**: Senator Catherine Blakespear (D-Encinitas)
Title: E-Bike Classification and Safety Standards
Status: Passed Assembly Transportation 15-0 on 6/29/2026. Amended and set for hearing in Assembly Appropriations on 8/15/2026. Majority Vote Required.
Hyperlink: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1167

The bill would require manufacturers and distributors of e-bikes, mopeds, and motor-driven cycles to permanently affix labels containing identifying information, including manufacturer details, vehicle classification, speed capabilities, and motor wattage. It would also establish new disclosure requirements for certain electric-powered vehicles, expand battery and charging system safety requirements, and impose additional responsibilities on retailers to verify classification labels before installation. These provisions are intended to improve consumer awareness and reduce confusion regarding the legal status and operational requirements of electric-powered devices.

SB 1167 would also provide law enforcement with additional tools to address unauthorized vehicles operating on public roads and rights-of-way. The bill authorizes removal of certain electric-powered devices that exceed legal operating thresholds and requires law enforcement officers to document vehicle classification and labeling information in crash reports involving e-bikes, mopeds, and motor-driven cycles. Supporters argue that these changes will improve public safety and generate more accurate data regarding incidents involving electric-powered mobility devices.

The bill was introduced in response to growing concerns regarding the proliferation of noncompliant electric-powered vehicles being sold as e-bikes. According to findings cited by the author, many devices marketed as e-bikes exceed California's legal power and speed limits, creating challenges for consumers, schools, local governments, and law enforcement agencies. The author contends that clearer definitions, stronger labeling requirements, and enhanced enforcement authority will improve safety, consumer transparency, and accountability among manufacturers and retailers.

Supporters belive that SB 1167 will improve consumer awareness, strengthen enforcement of existing laws, and address safety concerns associated with illegal or modified electric-powered devices. Opponents have expressed concerns regarding the bill's treatment of industry terminology and the potential impacts on manufacturers and retailers. While the bill imposes some additional administrative and enforcement responsibilities, proponents maintain that the measure provides a comprehensive framework for addressing growing safety concerns associated with the rapidly expanding e-bike market.

Given the bill's focus on improving transportation safety, consumer protection, enforcement, and regulatory clarity for electric-powered mobility devices, staff recommends that SCAG adopt a "support" position on SB 1167 (Blakespear).

Support:
Streets For All, Orange County Transportation Authority, County of Orange, League of California Cities, many SCAG-region cities including Brea, Calabasas, Irvine, Lakewood, Los Alamitos, and Norwalk.

Opposition:
Motorcycle Industry Council.

FISCAL IMPACT:
Work associated with SB 741 (Blakespear) and SB 1167 (Blakespear) is within the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):
1. PowerPoint Presentation - Transportation Policy and Safety Improvements

Transportation Policy and Safety Improvements

August 18, 2026

Jorge Zavala, Legislative Affairs Analyst

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SB 741 (Blakespear): Low Carbon Transit Operations Program (LCTOP)

- Expands LCTOP flexibility for transit service, fare subsidies, and technology improvements.
- Streamlines program administration and reduces reporting requirements.
- Maintains disadvantaged community investment requirements and transit electrification goals.

Staff Recommendation: Support

SB 1167 (Blakespear): E-Bike Classification and Safety Standards

- Improves safety and accountability through expanded battery standards, crash reporting requirements, and retailer verification requirements.
- Requires permanent labeling and consumer disclosures on e-bikes, mopeds, and motor-driven cycles.
- Enhances enforcement authority by allowing law enforcement to remove unauthorized electric-powered devices from public roadways.

Staff Recommendation: Support

Thank you

Questions?

AGENDA ITEM 6
REPORT

Southern California Association of Governments
August 18, 2026

To:	LCMC - Legislative/Communications and Membership Committee	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Francisco Barajas, Legislative Affairs Supervisor 213-630-1400, barajasf@scag.ca.gov	Kome Ajise
Subject:	SCAG Sponsor Bill Update	

RECOMMENDED ACTION:
Information Only – No Action Required

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:
This report provides the Legislative/ Communications and Membership Committee (LCMC) with an update on recent legislative advocacy efforts conducted by SCAG and some of our partners organizations, including updates on both of the agency's state legislative sponsor bills, Senate Bill (SB) 1087 (Cabaldon) to reform SB 375 (Steinberg, 2008) and Assembly Bill (AB) 2002 to codify the Regional Early Action Planning (REAP 1.0) grant program.

BACKGROUND:

SB 1087 (Cabaldon) – SB 375 SCS Reform

Sponsored by the state's four largest Metropolitan Planning Organizations (MPOs), including the Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), San Diego Association of Governments (SANDAG), and SCAG, SB 1087 by Senator Christopher Cabaldon (D-West Sacramento) seeks to modernize the SB 375 (Steinberg, 2008) framework for regional climate, land use, and transportation planning by streamlining the Sustainable Communities Strategy (SCS) planning process.

SB 375 History

Governor Arnold Schwarzenegger issued Executive Order (EO) S-3-05 in 2005 calling for greenhouse gas (GHG) emissions reductions to 1990 levels by 2020 and 80 percent below 1990 levels by 2050.

The 2020 goal was codified into law in 2006 with the passage of landmark climate legislation, Assembly Bill (AB) 32, the California Warming Solutions Act of 2006, by former Assembly Speaker Fabian Núñez and Senator Fran Pavley. The new law created the first-of-its-kind program in the country, requiring the reduction of GHG emissions and tasking the California Air Resources Board (CARB) with the authority to adopt regulations and oversee the reduction of GHGs.

Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act, by Senator Darrell Steinberg, followed in 2008. Recognizing that transportation produces nearly half of the state's GHG emissions, Governor Schwarzenegger signed SB 375 into law, requiring CARB to provide each region in the state with a GHG emission reduction target for the automobile and light truck sector and each region to develop a sustainable communities strategy (SCS) to achieve that target as part of the region's transportation plan.

Specifically, the bill requires CARB to determine per-capita GHG emission-reduction targets for each metropolitan planning organization (MPO) in the state at two points: 2020 and 2035. As directed by statute, CARB assembled a Regional Target Advisory Committee (RTAC) to advise on factors and methodologies to be considered in the target setting process. These CARB-appointed members, including participants from county transportation commissions, MPOs and academia, met throughout 2009 before the first targets were promulgated for regions.

Each MPO must prepare a plan detailing how it will meet the GHG emission-reduction targets through its SCS, created in conjunction with an MPO's Regional Transportation Plan (RTP) as a blueprint to achieving reductions in GHG emissions from the passenger vehicle transportation sector. SCAG's first target for the RTP/SCS in 2012 was to achieve an eight percent reduction in per capita GHG emissions from 2005 levels by 2020 and to reduce emissions by 13 percent from 2005 levels by 2035. In March of 2018, CARB updated its regional targets and assigned the SCAG region a 19 percent emissions reduction target, relative to 2005 levels.

SCAG's most recent RTP/SCS contains over 2,000 projects, including railroad grade separations, street safety improvements, active transportation projects, and managed lanes. These projects are evaluated cohesively as one system, considering how they work together, and not on a project-by-project basis. Recent state legislation has attempted to chip away at the regional approach to achieving GHG reductions.

SB 375 Challenges

In 2017, California's legislature passed SB 150 by Senator Benjamin Allen, requiring CARB to prepare a report every four years on the progress that each MPO has made in meeting its regional GHG emission reduction target. The most recent 2022 Progress Report suggests that California is not reducing GHG emissions from personal vehicle travel as needed under SB 375, which risks California's ability to meet its overall climate goals. This report also highlighted that achieving SB 375 GHG reduction targets requires a stronger focus on implementation, which necessitates alignment across state, regional, and local actions.

The report outlined 56 local, regional, and state actions needed to support SCS implementation. Of the 56 actions needed, 52 required actions by a state agency or the Legislature. While regional agencies are responsible for developing the SCS, implementation requires support and action at all levels of government.

Meanwhile, the state has made progress toward a zero-emission transportation sector with the passage of the Advanced Clean Cars II (ACC II) regulation, which required that all new vehicles sold in the state starting in 2035 must be zero-emission vehicles (ZEVs). However, from an SB 375 perspective, this meant that regions could no longer fully account for any ZEV strategies as part of their GHG emission target achievement. So, despite the $1 billion investment in ZEV rebates documented in Connect SoCal 2024, and SCAG's past planning work for electric vehicle charging, SCAG was unable to fully account for the related GHG emission reductions in the 19 percent target achievement. In SCAG's previous RTP/SCS, Connect SoCal 2020, ZEV strategies, such as increased incentives and charging infrastructure, represented -1.76 percent of the 19 percent GHG emission reduction, making it the single most effective GHG emissions reduction strategy. Although ACC II is currently facing significant federal challenges, changes to the state's overall zero-emission vehicle goals are unlikely. As a result, these state policies will continue to affect the strategies and GHG reductions that can be accounted for in our report.

Additional bills have been passed subsequent to SB 375 that have impacted the RTP/SCS, including SB 743 (Steinberg, 2013), which changed the way transportation impacts are measured in a CEQA analysis, and SB 32 (Pavley, 2016), which codified a 2015 Executive Order by Governor Brown to establish a 40 percent GHG emissions reduction target below 1990 levels by 2030.

SB 1087 (Cabaldon)

With the next target setting deadline of 2026 quickly approaching, the Big 4 MPOs, including the Metropolitan Transportation Commission-Association of Bay Area Governments (MTC/ABAG), the Sacramento Area Council of Governments (SACOG), the San Diego Association of Governments (SANDAG), and SCAG, engaged in a comprehensive, statewide stakeholder process, including housing, transportation, environmental, and business advocates, to reform and strengthen the policy framework governing SB 375. Former Senate President Pro Tem Darrell Steinberg was retained to convene these discussions.

These efforts culminated in the introduction of SB 1087 by Senator Chris Cabaldon (D-West Sacramento), which sought to modernize SB 375 by establishing a more cohesive planning framework aligned with current realities. Improvements sought by the Big 4 MPOs included focusing on implementation, ensuring the SCS reflects a balanced set of state goals, and increasing transparency around CARB's GHG emissions reduction target-setting process.

Since its introduction, the bill has undergone an extensive public participation process as Senator Cabaldon and his team, joined by the Big 4 MPOs, have remained heavily engaged with stakeholders throughout the state to gather feedback and improve the bill. These discussions were guided by the original intent established by the Big 4 MPOs to make the SCS more transparent and implementable.

As amended today following these extensive negotiations, the bill would:

1. <u>Move the process from a 4- to an 8-year cycle</u>

An SCS takes about 4 years to complete. By the time it gets certified by CARB, MPOs immediately begin work on the next plan. Moving the planning process from four years to eight years will allow MPOs to focus on plan implementation during the second half of the eight-year cycle.

2. <u>Establish an SCS implementation progress report</u>

The report will be required to summarize progress toward the applicable GHG reduction target, including regional trend indicators, and describe progress in implementing each major GHG-reducing strategy, policy, program, or project identified in the SCS. It must also assess legal, policy, and funding barriers that may be limiting further progress on the major GHG reduction strategies, including factors outside the MPO's control.

3. <u>Add transparency and additional considerations for GHG reduction target setting</u>

The bill would require CARB to establish and publicly disclose its target-setting methodology and assumptions, consult with MPOs, affected air districts, the Department of Transportation, California Transportation Commission, Department of Housing and Community Development, local governments, and other practitioners and technical experts, release draft targets for public comment, and hold regional workshops and public hearings before adopting final targets. It would also require targets to account for the combined effects of state, federal, and local policies and investments, including vehicle efficiency and technology, while considering existing conditions, financial constraints, and other factors affecting what is realistically achievable in each region.

4. <u>Sets a 60-day timeline for CARB's review of a region's SCS</u>

Currently, the California Air Resources Board (CARB) has 60 days to review and accept or reject a region's SCS. However, SCAG's 2024 SCS was not approved until 309 days after the 60-day review period expired. To ensure the review process is completed within a reasonable timeframe, SB 1087 establishes statutory safeguards that encourage timely action by CARB. Under the bill, an SCS would be deemed approved for purposes of implementation and funding alignment if CARB does not act within the prescribed timeframe.

5. <u>Add a 2045 GHG emissions-reduction target</u>

Amended into the bill by the Senate Environmental Quality Committee, this provision builds upon the 2020 and 2035 greenhouse gas reduction targets established under SB 375 and sets the framework for CARB's next update of regional GHG reduction targets.

SB 1087 Status

As of the writing of this report, the bill is located in the Assembly Appropriations Committee's Suspense File, where Assembly bills with an estimated fiscal impact of $150,000 or more from any fund source in any fiscal year are placed. The bill's next hearing is currently scheduled for Thursday, August 13. If it is released from the Suspense File, it will proceed to the Assembly Floor and then the Senate Floor to approve amendments made in the Assembly, and if passed, advance to the Governor's desk for final action.

AB 2002 (Solache) – REAP 1.0 Codification

Assembly Bill (AB) 2002, authored by Assemblymember José Luis Solache (D-Lynwood) and co-sponsored by the Southern California Association of Governments (SCAG) and the California Association of Councils of Governments (CALCOG), seeks to codify the Regional Early Action Planning (REAP) 1.0 program and establish a statutory framework for future rounds of regional housing planning assistance. The bill is intended to preserve a successful state-regional partnership model that supports local governments in advancing housing planning, housing production, and implementation activities necessary to meet California's housing goals.

Background on REAP 1.0

In 2019, the state launched the $125 million Regional Early Action Planning (REAP 1.0) program, representing the first significant state investment in regional housing planning. As part of that effort, SCAG received $47 million to support housing planning and RHNA implementation activities throughout the region.

SCAG used these funds to implement a regional technical assistance and grant program that accelerated housing production by providing resources to local jurisdictions, subregional partners, and community-based organizations.

REAP 1.0 funded SCAG's RHNA work and implementation of Connect SoCal 2020, while supporting the development of 6th Cycle Housing Elements, local land use plans, policies, and programs designed to increase housing production. SCAG's program focused on improving housing equity, increasing housing supply and affordability, expanding accessibility, advancing policy development through community engagement, increasing housing choice, and strengthening financial tools that support housing development.

The program also funded direct technical assistance to SCAG member jurisdictions pursuing local planning efforts to facilitate housing production. More broadly, REAP 1.0 supported housing element implementation, development streamlining tools, financing strategies, and other planning efforts intended to prepare communities for future housing growth. Ultimately, the program produced tangible outcomes throughout the region. REAP 1.0 supported the adoption of 140 fair housing programs, provided technical assistance to 129 agencies on housing elements and site inventories during the 6th RHNA cycle, and contributed to regional planning efforts that facilitated the permitting/development of nearly 220,000 housing units between 2020 and 2023. The program also demonstrated the value of regional coordination, local capacity building, and partnerships among regional agencies, local governments, and community-based organizations.

As California prepares for the 7th RHNA cycle, which is expected to be the most complex and expensive cycle to date, AB 2002 seeks to preserve and build upon the successful REAP 1.0 framework by codifying the program and creating a foundation for future regional housing planning assistance efforts.

AB 2002 (Solache)

AB 2002 would codify the REAP 1.0 program using the framework established under the original 2019 program and provide a foundation for future state investments in regional housing planning. The bill reflects a recognition that regional agencies play a critical role in coordinating housing-related planning activities, providing technical assistance to local jurisdictions, and helping communities implement state housing requirements.

Codification will provide greater certainty for future housing planning efforts while maintaining flexibility for regions to address local housing needs and priorities. The legislation is also intended to help prepare regions for future RHNA cycles by establishing a permanent statutory framework that can be paired with future funding appropriations.

During the legislative process, AB 2002 was amended in the Senate Housing Committee to clarify and strengthen program administration. Amendments adopted in the Senate Housing Committee include:

1. Clarify that Councils of Governments may suballocate funds to subregional entities, correcting a drafting oversight and recognizing the role subregions play in RHNA planning and housing element implementation.

2. Establish a three-year deadline for expenditure of funds from the date of receipt, while providing flexibility for HCD to extend that timeline when appropriate.

3. Authorize HCD to adopt emergency regulations for future REAP cycles, allowing programs to be implemented more quickly while permanent guidelines are developed through the standard rulemaking process.

Throughout the legislative process, the bill has received broad support from local governments, regional agencies, and statewide organizations. Supporters include statewide associations such as the League of California Cities, California State Association of Counties (CSAC), Rural County Representatives of California (RCRC), Urban Counties of California (UCC), and the California Chapter of the American Planning Association (APA). Additional support has been provided by regional councils of governments, transportation agencies, housing organizations, counties, cities, and housing authorities throughout California.

One of the principal stakeholder discussions surrounding the bill involved feedback from the California Building Industry Association (CBIA), the primary organization registered in opposition to AB 2002. Throughout the legislative process, SCAG, CALCOG, legislative staff, and CBIA engaged in ongoing discussions regarding potential amendments to address their concerns related to housing production and the use of REAP funding. CBIA wanted to curtail the ability to use REAP funds that would promote inclusionary zoning ordinances; however, these amendments were not accepted by the Senate Housing Committee. After that decision, CBIA indicated that it would not pursue additional amendments to AB 2002. Although the organization has chosen to maintain its opposition, CBIA acknowledged and appreciated the collaborative engagement throughout the amendment process.

AB 2002 Status

Since its introduction, AB 2002 has advanced through the Legislature with strong bipartisan support. The bill passed the Assembly Housing and Community Development Committee by an 11-0 vote, the Assembly Appropriations Committee by a 13-0 vote, the Assembly Floor by a 68-1 vote, and the Senate Housing Committee by a 9-0 vote.

On June 29, 2026, the Senate Appropriations Committee voted 9-0 to place AB 2002 on the committee's Suspense File, the standard procedure for bills with significant fiscal impacts. During the Legislature's summer recess, SCAG continued advocacy efforts in support of the measure, including outreach to jurisdictions within Senate Appropriations Committee Chair Sabrina Cervantes' district. These efforts resulted in new support letters from the cities of Menifee, Eastvale, Moreno Valley, Perris, and Riverside.

As of the writing of this report, AB 2002 remains pending before the Senate Appropriations Committee and is scheduled for consideration at the committee's Suspense File hearing on August 13, 2026. If released from suspense, the bill will advance to the Senate Floor for consideration by the full Senate, return to the Assembly for concurrence in any Senate amendments, and then proceed to Governor Newsom for final action. Staff will continue coordinating with legislative offices, local jurisdictions, statewide partners, and stakeholders to support the bill through the remainder of the legislative process.

FISCAL IMPACT:
Work associated with the SCAG Sponsor Bill Update is within the Indirect Cost budget, Legislation 810-0120.10

ATTACHMENT(S):
1. PowerPoint – Sponsor Bill Update

SCAG

Sponsor Bill Update

August 18, 2026

Francisco Barajas, Legislative Affairs Supervisor
David Angel, Sr. Legislative Affairs Analyst

WWW.SCAG.CA.GOV

SB 1087 (Cabaldon)

Major Provisions

- 8-year SCS planning cycle
- Required implementation progress reporting
- Increased CARB target-setting transparency
- Strengthens timeline for CARB's review of SCS
- New 2045 GHG emissions reduction target date

What's Next?

- Asm. Approps Suspense File Hearing on 8/13/26
- If released, moves to Asm. Floor, back to Sen. Floor for concurrence, and the Governor's desk

AB 2002 (Solache)

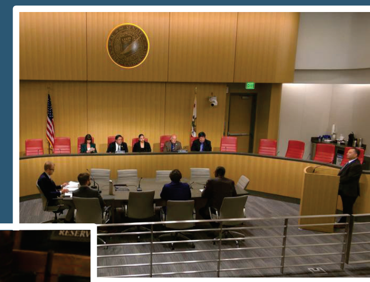
- Codifies the REAP 1.0 regional housing planning program.

Recent Actions

- Passed Asm. Floor 68-1 on May 21, 2026
- Passed Sen. Housing 9-0 on June 17, 2026
- Placed on Sen. Approps Suspense File

What's Next?

- Sen. Approps Suspense File Hearing on 8/13/26
- If released, moves to Sen. Floor, back to Asm. Floor for concurrence, and the Governor's desk



Thank you

Questions?

AGENDA ITEM 7

REPORT

Southern California Association of Governments
August 18, 2026

To: LCMC - Legislative/Communications and Membership Committee

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

From: David Angel, Senior Legislative Affairs Analyst
213-630-1422, angel@scag.ca.gov

Subject: August 2026 Legislative Advocacy Update

RECOMMENDED ACTION:
Information Only – No Action Required

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:
This report provides the Legislative/Communications and Membership Committee (LCMC) with an update on recent events and legislative advocacy efforts undertaken by the Southern California Association of Governments (SCAG), including summaries of two bill SCAG recently took a position on – SB 866 (Blakespear) and AB 2296 (Papan) - as well as updates on the federal ROAD to Housing Act, FY 2027 appropriations, and Surface Transportation Reauthorization.

BACKGROUND:

STATE

SB 866 (Blakespear) – Homeless Reporting Requirements for Non-HHAP Jurisdictions
At its June 2026 meeting, the Legislative/Communications & Membership Committee (LCMC) received a presentation for informational purposes on several bills related to SCAG's core issue areas. As part of that presentation, the LCMC recommended an "oppose" position on SB 866 (Blakespear). The RC approved this recommendation at its July 2026 meeting. Since then, the bill has been significantly amended.

Originally, SB 866 (Blakespear) would have required local governments that do not qualify to receive Homeless Housing, Assistance, and Prevention (HHAP) funding to include additional homelessness-related data, analysis, and program information in their housing elements in an effort to improve statewide accountability and coordination by filling data gaps among jurisdictions that are not subject to HHAP reporting requirements.

Following significant amendments, SB 866 would now require all cities and counties to report additional information on homelessness and emergency shelter needs by including this information in their Annual Progress Reports (APR) to the California Department of Housing and Community Development (HCD). Local jurisdictions must begin adding this information to their APRs starting with the first APR after the 7th cycle RHNA. For the SCAG region, that would be April 1, 2030.

Specifically, jurisdictions must identify homelessness-related funding sources, describe outreach efforts to connect unhoused individuals with resources, report available point-in-time count data, summarize actions taken to support housing development for extremely low-income households, describe regional coordination efforts, and identify programs aimed at preventing homelessness among vulnerable populations.

Unlike the prior version, which focused on expanding housing element requirements for non-HHAP jurisdictions, the amended bill now adds reporting requirements to the existing APR process for all local jurisdictions. This bill would essentially create a statewide homelessness reporting framework, without adding more requirements to housing elements. After these amendments, the League of California Cities and several local jurisdictions dropped their opposition.

AB 2296 (Papan) – RHNA Timeline Extension

At its June 2026 meeting, the Legislative/Communications & Membership Committee (LCMC) received a presentation on AB 2296 (Papan) and voted unanimously to recommend that the Regional Council (RC) adopt a "support if amended" position, which the RC subsequently approved as part of the consent calendar during the July 2026 meeting.

AB 2296 (Papan) would extend several deadlines in the RHNA process, including those for subregional formation, RHNA methodology development, and draft housing allocations, while leaving the final RHNA adoption and housing element due dates unchanged. The bill is intended to provide a longer planning runway for regions and local jurisdictions before housing elements are due.

While SCAG supported a similar measure last year, staff initially recommended a "support if amended" position on AB 2296 because the proposed deadline changes could affect the region's already underway 7th Cycle RHNA process. In particular, some of the revised deadlines would occur earlier than SCAG has planned for under the current statutory schedule, creating implementation challenges for SCAG and other regions that have already begun their RHNA planning efforts.

As a follow-up to this adopted position, staff met with the author's office and a representative from the bill sponsor, the California League of Cities, to discuss our concerns. After the meeting, the author's and sponsor's staff recognized SCAG's concerns and agreed to amend the bill to exempt regions with housing element due dates in 2029, which includes SCAG, from the proposed deadline changes in AB 2296 for the 7th RHNA cycle. The bill will still apply for the 8th cycle and beyond. We anticipate the language exempting SCAG to be amended into the bill on the Senate floor in the coming days.

Additionally, Assemblymember Papan and HCD have been collaborating on proposed amendments that would modify how housing element deadlines are calculated. Specifically, the amendments would base housing element deadlines on a Regional Transportation Plan's (RTP's) estimated adoption date, rather than the current method of tying those deadlines to an RTP's actual adoption date. The amendments would also extend the advance notice metropolitan planning organizations must provide to HCD and Caltrans regarding upcoming RTP adoptions from 12 to 24 months. Together, these changes are intended to provide jurisdictions, regional agencies, and state partners with greater certainty and earlier notice regarding housing element schedules and related RHNA planning activities.

Lastly, for SCAG jurisdictions, the amendments would transition housing element revisions to a fixed eight-year cycle beginning with the eighth housing element revision, reducing reliance on future RTP adoption schedules. The amendments would implement a similar fixed-cycle framework for Association of Bay Area Governments (ABAG) jurisdictions, while San Diego Association of Governments (SANDAG) jurisdictions would remain on an RTP-linked housing element schedule. While separate from SCAG's requested exemption from the bill's 7th Cycle RHNA deadline changes, these amendments could affect housing element scheduling and long-term planning processes within the SCAG region, and SCAG staff is currently analyzing the impact on the agency.

FEDERAL

ROAD to Housing Act Update

In 2025, the U.S. Senate advanced the bipartisan ROAD to Housing Act, a comprehensive package to address housing affordability and housing supply challenges. SCAG adopted a formal support position on the legislation in November 2025.

In February 2026, the U.S. House of Representatives passed the bipartisan Housing for the 21st Century Act by a vote of 390-9, incorporating many provisions from the Senate bill. The Senate subsequently approved the 21st Century ROAD to Housing Act by a vote of 89-10, combining provisions from both chambers' housing packages. Following several months of bicameral negotiations, the amended 21st Century ROAD to Housing Act (H.R. 6644) passed both chambers in its final form, passing the Senate 85-5 on June 22, 2026, and the House 358-32 on June 23, 2026, with strong bipartisan support.

Subsequently, House Speaker Mike Johnson (R-LA) transmitted the legislation to President Trump on June 29, 2026. Absent action from President Trump during the constitutional review period, the 21st Century ROAD to Housing Act automatically became law on July 11, 2026. President Trump publicly stated that he withheld his signature in protest of the Senate's failure to advance the SAVE America Act, separate voting legislation that was not included in the housing package.

Since SCAG adopted its support position in 2025, the legislation evolved to include several high-profile provisions beyond traditional housing policy. The final bill includes a provision restricting large institutional investors that own 350 or more single-family homes from acquiring additional single-family homes, while exempting activities such as new construction, build-to-rent developments, foreclosure-related acquisitions, and senior housing. The legislation also incorporates a package of community banking reforms that are intended to expand access to housing finance and affordable housing investment. In addition, the bill temporarily prohibits the Federal Reserve from issuing a central bank digital currency through 2030. Despite these additions, the final package retained nearly all the housing production, affordability, and local planning provisions originally supported by SCAG.

The enacted legislation includes numerous SCAG-supported provisions designed to increase housing supply and reduce barriers to development, including incentives for local governments to expand housing production, streamlined environmental review processes, expanded Community Development Block Grant (CDBG) eligibility, new housing planning and implementation grants, incentives for local zoning and land use reforms, assistance for converting vacant properties into housing, and reforms to federal housing programs. The law also authorizes the Community Development Block Grant-Disaster Recovery (CDBG-DR) program for three years and creates new funding opportunities for jurisdictions demonstrating measurable increases in housing supply.

SCAG joined a broad coalition of state, regional, and local government organizations, including the U.S. Conference of Mayors, in supporting enactment of the legislation. During SCAG's 2026 federal advocacy trip, staff and local elected officials met with Members of Congress, congressional staff, and committee staff to advocate for key provisions included in the final law.

The enactment of the 21st Century ROAD to Housing Act represents the most significant federal housing reform legislation in many years and advances numerous housing production, affordability, and program modernization priorities previously identified by the Regional Council. Staff will continue monitoring implementation of the law and evaluate opportunities for SCAG member jurisdictions to benefit from newly authorized programs and funding opportunities. An in-depth analysis by our federal lobbyists, Manatt, is attached to this report.

FY 27 Appropriations & Surface Transportation Reauthorization Update

As Congress continues work on the FY 2027 appropriations process, both chambers have advanced competing continuing resolutions (CRs) to provide temporary funding for the federal government beyond the September 30, 2026, deadline, when current funding authority expires. On July 21, 2026, the House of Representatives passed a CR by a vote of 220-205 that would extend federal funding through December 4, 2026, and notably after the mid-term elections. The House measure generally maintains funding levels at FY 2026 levels and extends several expiring authorities and programs, including the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC), the National Flood Insurance Program, Temporary Assistance for Needy Families (TANF), wildfire suppression activities, the Disaster Relief Fund, and various small business assistance programs. The House proposal was drafted as a largely "clean" funding extension and did not include most of the Trump Administration's requests to include "anomalies," including increased funding for National Park Service operations and expanded FEMA disaster spending authorities.

On August 8, 2026, the Senate passed its own bipartisan CR by a vote of 90-6. The Senate-passed measure would fund federal agencies through December 11, 2026, one week longer than the House-passed measure. Similar to the House proposal, the Senate CR would generally maintain current FY 26 funding levels, allowing additional time for negotiations on full-year FY 2027 appropriations legislation. However, the Senate-passed CR incorporates several policy provisions not included in the House-passed measure.

Most notably, it would delay implementation of the Office of Management and Budget's proposed "Regulation for Federal Financial Assistance" through December 11, 2026. This proposed rule would make significant changes to the administration of federal grants and expand federal agencies' authority to modify or terminate discretionary funding awards based on changing policy priorities. This proposed rule has raised concerns for several state and local governments, grant recipients, and other stakeholders. The Senate language would preserve current grant administration procedures while Congress and the Administration continue evaluating the proposal. The Senate-passed CR also includes language ensuring that Immigration and Customs Enforcement (ICE) and Customs and Border Protection (CBP) do not receive any new funding during the extension period, which was negotiated in by Senate Democrats. While various House Republicans have expressed concerns about that provision, the White House expressed support for the Senate's CR.

The Senate CR also includes a clean extension of federal surface transportation programs through December 11, 2026, reflecting the reality that Congress will not complete a full reauthorization bill before the September 30, 2026, deadline. To date, only the House has released a comprehensive, multi-year reauthorization proposal, the BUILD America 250 Act (H.R. 8870), which the House Transportation and Infrastructure Committee approved in May 2026. The Senate Environment and Public Works Committee is developing its own reauthorization bill rather than starting from the House text and has not yet released any draft language. Once the Senate bill is introduced, the two chambers will need to reconcile their approaches through informal negotiation or a formal conference committee before a final reauthorization package can move forward. In the meantime, if signed into law, the Senate CR's stopgap extension would allow federal highway, transit, and metropolitan transportation planning programs to continue operating without interruption.

Because the House and Senate have each passed different CRs, with different funding deadlines and policy provisions, the two chambers will need to reconcile their bills before a final CR can be enacted. The House is expected to take up the Senate-passed CR when it returns from recess the week of August 31, 2026. Congress must enact either a continuing resolution or full-year appropriations legislation before September 30, 2026, to avoid a lapse in federal funding and maintain continuity for federal programs. Staff will continue monitoring negotiations and assessing potential implications for transportation, housing, and community development programs of interest to SCAG and its member jurisdictions.

FISCAL IMPACT:
Work associated with the August 2026 Legislative Advocacy Update is within the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):
1. Manatt 21st Century ROAD to Housing Act Summary and Analysis
2. PowerPoint Presentation – August 2026 Legislative Advocacy Update

manatt

STATE AND LOCAL GOVERNMENT ADVOCACY AND PUBLIC-PRIVATE PARTNERSHIPS GROUP

21st Century ROAD to Housing Act Summary and Analysis– July 2026

Overview

The amended 21st Century ROAD to Housing Act is set to automatically become law at midnight on July 10. House Speaker Mike Johnson (R-LA) transmitted the bill to President Trump's desk on June 29, triggering a 10-day review period. Because the President has neither signed nor vetoed the bill during that period, the measure is set to take effect automatically.

Prior to the bill becoming law, House and Senate leaders reached a final agreement on the bicameral 21st Century ROAD to Housing Act on June 16 after both chambers spent months attempting to pass various versions of the bill. Leaders from the Senate Banking, Housing, and Urban Affairs Committee and the House Financial Services Committee eventually achieved a bipartisan product after negotiating key provisions that differed between the committees' respective bills.

The final bill streamlines federal reviews for housing projects, modernizes housing programs, incentivizes local governments to address barriers to housing development, and increases veterans' access to federal housing programs. Provisions addressing institutional investors' role in the housing market and authorization of the Community Development Block Grant-Disaster Recovery (CDBG-DR) Program were key sticking points between the House and Senate. Also included is a package of bills championed by House Financial Services Chair French Hill (R-AR) to reform federal laws associated with community banking.

The final language reflects a series of bicameral compromises: the provision on large institutional investors was narrowed into a compromise cap of 350 homes. While earlier housing proposals paired "build-to-rent" (BTR) exemptions with a mandatory seven-year divestment requirement, the final bill instead treats BTR as an "excepted purchase." The final bill also scales back proposed statutory changes to Build America, Buy America (BABA), instead directing HUD to review implementation of BABA requirements for projects and update its guidance to clarify the application of these requirements for HOME-funded projects. In addition, it authorizes CDBG-DR for three years, rather than the Senate-proposed permanent authorization. Additionally, the bill expands CDBG's eligible uses to include activities such as new construction.

Summary of Relevant Provisions for Local Governments:

Title I—Opportunities for Housing Overview:

- The amended bicameral bill adds six House-passed provisions (Sections 102-107).
- These provisions establish federal guidelines for point-access block buildings; provide exemptions for most Rural Housing Service-funded infill housing projects; require CDBG grantees to maintain a database of undeveloped land owned by the jurisdiction; and direct HUD to publish best practices on zoning and land use policies.
- The bill also includes House-passed pilot programs for FHA small-dollar mortgages and the installation of temperature sensors in dwelling units.

Sec.	Title	Description
101	Reforms to Housing Counseling and Financial Literacy Programs	Allows 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.
102	Federal Guidelines for Point Access Block Buildings	Requires HUD to establish federal guidelines for point-access block buildings (i.e., single staircase apartments with three or more stories). It also allows HUD to award competitive grants for pilot programs to assess the feasibility of such buildings where they make local sense. Authorization for the program expires in seven years.

103	Exemption on Construction or Modification of Residential Housing Located on an Infill Site	Exempts from the National Environmental Policy Act of 1969 (NEPA) most Rural Housing Service (RHS)-funded projects regarding the construction or modification of residential housing located on an infill site.
104	Database of Publicly Owned Land	Requires Community Development Block Grant (CDBG) grantees to maintain a publicly accessible, searchable database identifying undeveloped land owned by the jurisdiction. It also allows grantees to use their CDBG funds to comply with the new database requirement.
105	FHA Small-Dollar Mortgages	Authorizes a HUD pilot program to increase access to small-dollar mortgages with original principal balances of $100,000 or less.
106	Temperature Sensor Pilot Program	Establishes a HUD pilot program to award grants to public housing agencies and owners of federally assisted rental housing to install temperature sensors in dwelling units, with the written permission of tenants, to ensure compliance with temperature-related housing quality standards.
107	Housing Supply Frameworks	Directs HUD to develop best practice frameworks for zoning and land-use policies, helping communities identify and overcome barriers to housing development.

Title II—Building More in America Overview:

- The bill retains the *Build Now Act,* which ties Community Development Block Grant (CDBG) funding to local housing production. Under the framework, a portion of funding from CDBG recipients that don't meet certain housing performance thresholds would be redirected to "higher-performing" communities. The bill includes a three-year glide path (meaning this provision would not take effect until 2029) and a requirement that the U.S. Department of

Housing and Urban Development annually notify CDBG grantees of their eligibility and funding status. The final bill also includes a number of exemptions that are expected to narrow the pool of CDBG recipients affected by the *Build Now Act:*

- An expanded emergency lookback, exempting any community that has been subject to a major disaster or emergency declaration in the preceding three years
- Supply and demand exemptions, for communities that fall below specified housing or rental cost thresholds, or exceed the national median vacancy rate
- Zoning exemptions for grantees with limited legal authority to influence zoning or land use in their community

- The bill raises banks' public welfare investment cap (PWI) from 15 percent to 20 percent of their total capital. The PWI cap restricts the amount a bank can invest in certain projects supporting low-income communities, to ensure banks remain solvent. However, many banks are approaching their 15 percent cap, limiting access to key housing finance tools such as Low-Income Housing Tax Credit (LIHTC). Raising the cap is expected to free up new private investment for affordable housing and community development projects.

- The RESIDE Act would help local governments convert abandoned or vacant properties into attainable housing (defined as 120% area median income or less). Funds may be used for construction, rehabilitation, demolition or health hazard remediation of abandoned or vacant properties.

- The bill streamlines environmental review by allowing HUD to designate certain assistance as "special projects" and delegate review responsibilities to states, local governments, and tribes. It also expands the use of categorical exclusions, expediting NEPA compliance for small and infill housing projects.

- The final bill establishes a $200 million Innovation Fund over 5 years to support communities that expand local housing supply. The fund will provide up to 25 grants, with a maximum award of $10 million each, to eligible entities pursuing reforms such as increasing by-right development, reducing or eliminating off-street parking requirements to lower construction costs, and adopting incentives to encourage higher-density development where needed.

- The Grants For Planning and Implementation Associated with Affordable Housing section authorizes a competitive grant program for five years for state, local, and tribal governments to, among other things, implement and administer housing strategies and housing plans; fund community investments that support goals identified in a housing strategy or housing plan; and implement and administer any plans to increase housing choice, address disparities in housing needs, and provide greater access to opportunity.

- The final bill adds new construction as an eligible use under HUD's CDBG program.

Sec.	Title	Description
201	Increasing Housing in Opportunity Zones	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.
202	Whole-Home Repairs Act	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.
203	Community Investment and Prosperity Act	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.
204	Addition of Affordable Housing Construction as an Eligible Activity	Adds new construction as an eligible use under HUD's CDBG program.
205	BUILD Housing Act	Authorizes HUD to treat certain assistance as "special projects" to help simplify compliance with NEPA, enabling streamlined environmental review processes unless a different procedure is already required by law. It also expands authority for States, local governments, and tribes to assume

		environmental review responsibilities, such as evaluating potential environmental impacts of a project, determining the appropriate level of review, and ensuring compliance with related environmental laws, while limiting the changes to new funding and excluding projects that combine pre- and post-enactment funds.
206	Unlocking Housing Supply Through Streamlined and Modernized Reviews Act	Directs HUD to streamline NEPA reviews by classifying many routine housing activities as exempt, meaning non-physical activities like rental assistance and services will bypass review entirely, or categorically excluded, defined as low-impact projects like small rehabs, infrastructure, and limited new construction that will receive streamlined review. This section also limits these changes to new funding and requires HUD to report to Congress on whether the streamlined process reduces review times and administrative costs.
207	Grants For Planning and Implementation Associated with Affordable Housing	Creates a competitive grant program at HUD to help state, local, and tribal governments, as well as regional planning agencies, implement planning and community development activities. These activities include updating regulatory processes, increasing capacity to conduct inspections, and coordinating housing development with transportation planning.
208	Innovation Fund	Creates a $200 million annual competitive grant program for local governments and tribes that demonstrate measurable increases in housing supply, incentivizing reforms such as streamlined permitting, density bonuses, and zoning changes. The program sunsets after seven years.

209	Accelerating Home Building Act	Authorizes a competitive 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.
210	RESIDE Act	Authorizes a pilot program within the HOME Investment Partnerships Program to convert vacant and abandoned buildings into attainable housing.
211	Housing Affordability Act	Requires the Federal Housing Administration (FHA) to increase multifamily loan limits to better match housing market costs and enhance affordability.
212	Rental Assistance Demonstration Program	Lifts the cap on the Rental Assistance Demonstration (RAD) program and codifies tenant protections.
213	Build Now Act	Creates a pilot program to incentivize housing development of all kinds in certain Community Development Block Grant (CDBG) participating jurisdictions.

Title III—Manufactured Housing for America Overview:

- The PRICE Act provides federal grants to stabilize and preserve affordable manufactured housing communities.

Sec.	**Title**	**Description**
301	Housing Supply Expansion Act	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.
302	Modular Housing Production Act	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.
303	Property Improvement and Manufactured Housing Loan Modernization Act	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.
304	PRICE Act	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 Overview:

- Provisions to improve appraisal capacity, streamline inspections, and encourage lender participation seek to accelerate housing delivery and increase the supply of accessible units in local markets.

Sec.	**Title**	**Description**
401	Creating Incentives for Small Dollar Loan Originators	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.
402	Small Dollar Mortgage Points and Fees	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.
403	Appraisal Industry Improvement Act	Helps bolster appraiser workforce capacity, including by allowing both licensed and credentialed appraisers to conduct appraisals for FHA-insured mortgage lending transactions.
404	Helping More Families Save Act	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.
405	Choice in Affordable Housing Act	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 Overview:

- The bill raises the income eligibility for HOME projects, allowing entities to better address gaps in workforce-level housing. To reduce administrative barriers and streamline construction, it also exempts certain low-impact rehabilitation and infill projects from full National Environmental Policy Act (NEPA) environmental impact reviews. It also allows grantees that do not also receive CDBG entitlement funds to use HOME funds for housing-adjacent infrastructure. The bill directs the HUD Secretary to review and issue updated guidance to clarify the application of the Build America, Buy America Act on HOME-funded projects.

- The bill authorizes the Community Development Block Grant – Disaster Recovery (CDBG-DR) program for three years. Under current law, CDBG-DR does not have standing authorization or an annual budget and is, instead, appropriated on a case-by-case basis following qualifying disaster events. This often results in funding delays of a year or more, as Congress evaluates impacts and negotiates funding levels. With standing authorization for three years, impacted entities will be able to access funds and begin the process of rebuilding and restoring economic activity much sooner.

- It also introduces waivers to the 60 percent spending cap on emergency shelter beds and street outreach for counties receiving Emergency Solutions Grant. Local governments will be able to tailor homelessness interventions to local needs.

Sec.	**Title**	**Description**
501	HOME Investment Partnerships Reauthorization and Reform Act	Reforms and reauthorizes the HOME Investment Partnerships Program. It makes critical updates to improve program administration and facilitate the construction of more affordable housing.
502	Rural Housing Service Reform Act	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.
503	Incentivizing Local Solutions to Homelessness	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.
504	Reforming Disaster Recovery Act	Authorizes the Community Development Block Grant–Disaster Recovery (CDBG-DR) program for three years and establishes the Office of Disaster Management and Resiliency within HUD to administer the program.
505	New Moving to Work Cohort	Authorizes a Moving to Work expansion cohort with targeted flexibilities to improve program administration and tenant

		outcomes. The Secretary may add up to 25 public housing authorities to the new cohort.

Title VI—Veterans and Housing Overview:

- By adding a disclosure to the uniform residential loan form, excluding veterans' disability compensation from annual income calculations, and requiring FHA mortgage disclosures to include cost comparison information, these provisions aim to enhance transparency and access to housing resources for veterans.

Sec.	Title	Description
601	Military Service Question	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.
602	Housing Unhoused Disabled Veterans Act	Permanently excludes veterans' disability compensation from annual income calculations under the HUD-VASH program to help more homeless veterans access VA housing.
603	Veterans Affairs Loan Informed Disclosure (VALID) Act	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.

Title VII—Oversight and Accountability Overview:

- These provisions aim to increase federal oversight, transparency, and interagency coordination across housing and homelessness programs.

- This Title includes requirements that federally backed mortgage lenders have a review and resolution procedure for consumer-initiated second appraisals or reconsiderations of value.

Sec.	Title	Description
701	Requiring Annual Testimony and Oversight from Housing Regulators	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.
702	FHA Reporting Requirements on Safety and Soundness	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.
703	United States Interagency Council on Homelessness (USICH) Oversight	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.[1]
704	Appraisal Modernization Act	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—Accountability, Coordination, Studies, & Reporting Overview:

- By promoting interagency alignment and streamlining duplicative environmental reviews, the provisions aim to reduce administrative burden and accelerate project delivery.
- In addition, the bill imposes new oversight and disclosure requirements on public housing agencies (PHAs).

Sec.	Title	Description

[1] The administration actively moved to dismantle the U.S. Interagency Council on Homelessness (USICH), but its final legal and operational status is currently tied up in the federal courts. Erika Jones-Haskins currently serves as Director of Policy Initiatives and is the most senior official at the Council.

801	HUD-USDA-VA Interagency Coordination Act	Directs HUD, USDA, and the VA to identify areas for collaboration to streamline and improve housing program implementation.
802	Streamlining Rural Housing Act	Directs HUD and USDA to coordinate on joint environmental reviews for housing projects funded by both agencies.
803	Improving Self-Sufficiency of Families in HUD-Subsidized Housing	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.
804	GAO Studies	Directs the Government Accountability Office (GAO) to identify any gaps in federal housing programs that exclude middle-income households and recommend a definition for "workforce housing" that policymakers can use going forward.
805	Improving Public Housing Agency Accountability	Subjects public housing agencies (PHAs) to additional disclosure and oversight requirements, including enhanced reporting requirements for PHAs that are in receivership or subject to a monitor. It also adds certain requirements for the HUD Inspector General as it relates to PHA oversight.

Title IX—Strengthening Community Banks' Role in Housing Overview:

- The bicameral bill includes 9 of 11 House-passed community banking provisions.
- The provisions seek to assist community banks in maintaining lower funding costs and expanding lending opportunities.

Sec.	Title	Description
901	Community Bank Deposit Access	Establishes that custodial deposits of an insured depository institution are not considered to be brokered deposits if the total amount does not exceed 20% of an institution's total liabilities and the institution has less than $10 billion in assets.
902	Keeping Deposits Local	Modifies the amount of reciprocal deposits of an insured depository institution that are not considered to be brokered deposits under a graduated scale based on an institution's total liabilities. The institution is also required to be well-capitalized and receive strong supervisory ratings from its regulators.
903	Tailored Regulatory Updates for Supervisory Testing	Raises the consolidated asset threshold from $3 billion to $6 billion for insured depository institutions to qualify for an 18-month examination cycle.
904	Credit Union Board Modernization	Amends the Federal Credit Union Act to revise the frequency of meetings that a federal credit union's board of directors is required to hold.
905	Systemic Risk Authority Transparency	Requires the GAO and appropriate Federal banking regulators to issue reports within specified timeframes when the Federal Deposit Insurance Corporation (FDIC) invokes the systemic risk exception, detailing causes of bank failures, regulatory actions, and any management or supervisory shortcomings.
906	Advancing the Mentor-Protégé Program for Small Financial Institutions	Directs the Department of the Treasury to establish a mentor-protégé program pairing large financial institutions with other depository institutions, with the goal of enhancing their capacity to serve customers and potentially act as financial agents.

907	American Access to Banking	Directs Federal banking and credit union regulators to streamline the de novo application process, reduce duplicative information requests, and review capital-raising restrictions, particularly for non-accredited investors.
908	Promoting New Bank Formation	Creates a two-year phase-in pilot for de novo financial institutions to meet Federal capital requirements.
909	Rural Depositories Revitalization Study	Requires Federal prudential regulators to jointly study ways to improve the growth, capital adequacy, and profitability of rural depository institutions and to identify regulatory barriers to these goals and to the formation of new depository institutions, with a report to Congress due within one year of enactment.

Title X—Home Ownership for Main Street America Overview:

- The bill addresses large institutional activity in the housing market, striking a compromise between the two chambers' prior provisions.
- "Large institutional investors" would be precluded from owning or exercising financial or fiduciary control over more than 350 single-family homes.
- While a prior version of the language paired a "build-to-rent" (BTR) exemption with a mandatory seven-year divestment requirement (plus a possible three-year tenant opt in), the final bill treats BTR as an "excepted purchase."

Sec.	**Title**	**Description**
1001	Homes Are For People, Not Corporations	Restricts the purchase of new single-family homes by large institutional investors that directly or indirectly own at least 350 single-family homes. Provides exemptions, including for activities like new construction, build-to-rent or renovate-to-rent programs, foreclosure-related acquisitions, and senior housing. It also establishes a renter

		outreach resource to help renters of homes owned by large institutional investors through landlord disputes.

Title XI—Central Bank Digital Currency Overview:

- The bill prohibits the Federal Reserve from creating a central bank digital currency (CBDC) through 2031. The ban will ensure the government does not issue a cryptocurrency that competes with stablecoins.

Sec.	Title	Description
1101	Central Bank Digital Currency	Pauses the Federal Reserve from issuing a central bank digital currency.

August 2026 Legislative Advocacy Update

August 18, 2026

David Angel, Sr. Legislative Affairs Analyst

WWW.SCAG.CA.GOV

Agenda

State:

1. SB 866 (Blakespear)
2. AB 2296 (Papan)

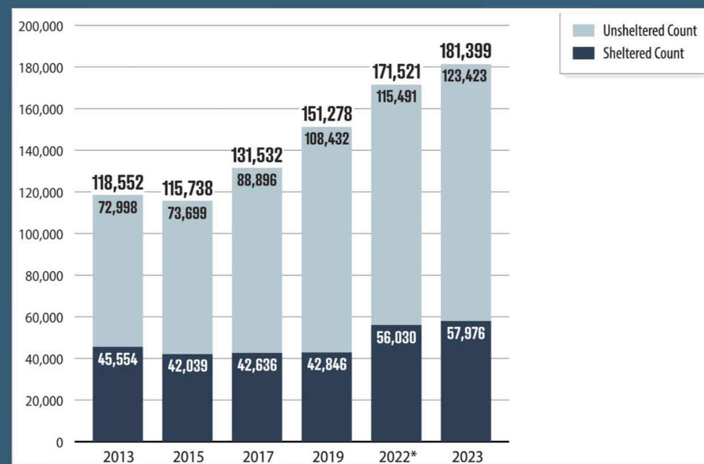
Federal

1. 21st Century ROAD to Housing Act
2. FY27 Appropriations & Transportation Reauthorization

SB 866 (Blakespear) – Homeless Reporting: Oppose

- Originally required non-HHAP jurisdictions to include additional homeless data in housing elements.
- Amended to instead add similar requirements to the Annual Progress Report (APR) process.
- Reporting begins with the first APR of the 7th Cycle RHNA (SCAG: April 1, 2030)
- CalCities withdrew opposition after amendments

Status: Asm. Approps. Suspense File (Hearing Aug. 13, 2026)

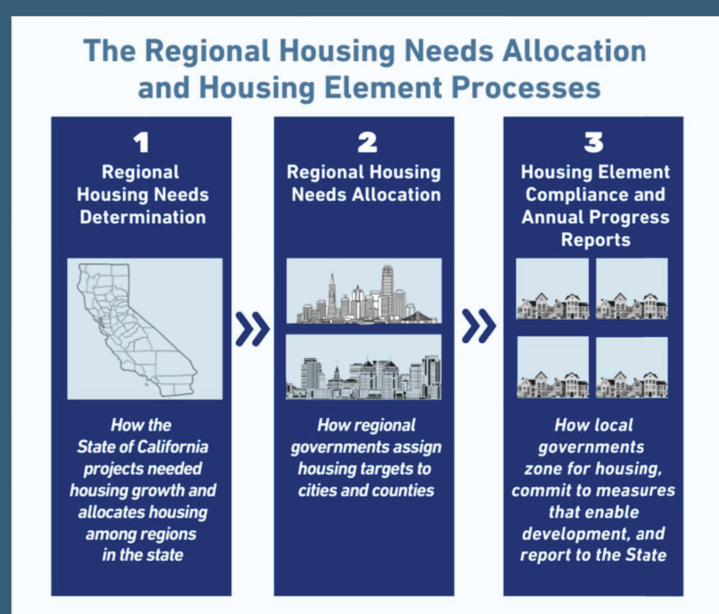


Source: Alig, Anthony. 2024. "2023-102.1 Homelessness in California - California State Auditor." California State Auditor. https://www.auditor.ca.gov/reports/2023-102-1/.

AB 2296 (Papan) – RHNA Timeline Extension: Support if Amended

- Extends several RHNA process deadlines.
- SCAG supports changes, but not if they would modify our pre-planned 7th cycle deadlines.
- Author and CalCities agreed to exempt SCAG.
- Additional amendments would unlink RTP and housing element schedules

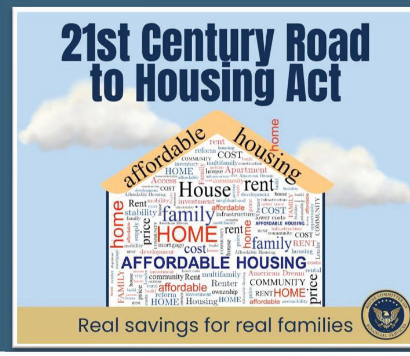
Status: Expected Senate Floor amends would exempt SCAG from 7th Cycle RHNA deadline changes.



21st Century ROAD to Housing Act

- Bipartisan housing package enacted July 11, 2026.
- Creates new grants and incentives to increase housing production.
- Retains nearly all housing production and affordability provisions supported by SCAG.
- Staff will monitor implementation and funding opportunities.

Status: Enacted July 11, 2026.



FY 2027 Approps & Transportation Reauthorization

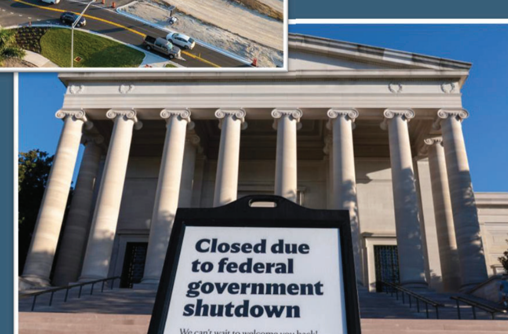
FY 27 Appropriations

- House and Senate passed competing continuing resolutions (CRs) to fund gov't through Dec. 2026.
- House expected to consider Senate-passed CR in September.

Surface Transportation Reauthorization

- BUILD America 250 Act passed in House T&I Committee.
- Senate developing separate reauthorization proposal.
- Senate CR would also extend surface transportation funding through Dec. 2026.

Status: House and Senate must reconcile competing CRs before Sept. 30, 2026.



Thank you

Questions?