



All SCAG Active Tracked Bills

4/9/2026

[AB 35](#) ([Alvarez, D](#)) Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Administrative Procedure Act: exemption: program guidelines and selection criteria.

Status: 01/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

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to be filed with the Office of Administrative Law and requires the emergency regulations to remain in effect until repealed or amended by the adopting state agency.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

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

Status: 01/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Summary: Current 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. Current law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve organic waste reduction goals. Current law authorizes a local jurisdiction to count compost produced and procured from specified compost operations towards its recovered organic waste procurement target. This bill would authorize a local jurisdiction to include organic material used as a beneficial agricultural amendment towards 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 licensed for end use as an agricultural fertilizer 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 01/14/2026 text)

[AB 685](#) ([Solache, D](#)) Small Business Resiliency and Innovation Act.

Status: 01/27/2026 - In Senate. Read first time. To Com. on RLS. for assignment.

Summary: Current 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. Current law 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 current law, OSBA administers the Capital Infusion Program (CIP) pursuant to the SB-TAP, as specified. 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. The bill would require OSBA to administer the fund and to allocate moneys in the fund to both the CIP and the SB-TAP, and to OSBA for administrative purposes, as provided. (Based on 01/12/2026 text)

[AB 768](#) ([Ávila Fariás, D](#)) Mobilehome parks: rent protections: local rent control.

Status: 01/20/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 64. Noes 1.) In Senate. Read first time. To Com. on RLS. for assignment.

Summary: The Mobilehome Residency Law governs tenancies in mobilehome parks and includes provisions that are applicable to those who have an ownership interest in a subdivision, cooperative, or condominium for mobilehomes, or a resident-owned mobilehome park, as specified. These provisions set forth the rights of residents and homeowners regarding the use of the property. Current law exempts the rental of certain mobilehome spaces by a homeowner, if the mobilehome space is not the principal residence of the homeowner and the homeowner has not rented the mobilehome to another party, from any ordinance, rule, regulation, or initiative measure adopted by any city, county, or city and county, that establishes a maximum amount that the landlord may charge a tenant for rent, as specified. This bill would, instead, apply that exemption to the rental of a mobilehome space that is not used as permanent housing, as defined, by the homeowner or an approved tenant, except as specified. (Based on 01/14/2026 text)

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

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

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

[AB 1165](#) ([Gipson, D](#)) California Housing Justice Act of 2025.

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 54. Noes 12.) In Senate. Read first time. To Com. on RLS. for assignment.

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: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 65. Noes 6.) In Senate. Read first time. To Com. on RLS. for assignment.

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 1406](#) (Ward, D) Attached residential condominium sales: liquidated damages.

Status: 01/29/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 41. Noes 15.) In Senate. Read first time. To Com. on RLS. for assignment.

Summary: Current law establishes that for the initial sale of a newly constructed condominium unit, as specified, the amount actually paid to the seller in the event of a buyer's default pursuant to a liquidated damages provision that exceeds 3% of the purchase price of the residential unit is subject to specified requirements, including an accounting of the seller's costs and revenues, as specified. This bill would delete the above-specified percentage and, instead, increase that percentage to 6%. (Based on 01/22/2026 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: 03/04/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 3.) (March 3). Re-referred to Com. on APPR.

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 a peace officer from being employed by, or being an independent contractor of or volunteer for, the United States Department of Homeland Security or its contractors or any other entity that assists with or engages in immigration enforcement. The bill would provide that failure to comply with this provision constitutes, for certain purposes, an act of dishonesty and that it is grounds for decertification as a peace officer. (Based on 01/05/2026 text)

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

Status: 03/04/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (March 3). Re-referred to Com. on APPR.

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 1553 (**Connolly, D**) **California Environmental Quality Act: notice: direct mailing: electronic mail.**

Status: 03/17/2026 - Re-referred to Com. on NAT. RES.

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 a lead agency that is preparing an environmental impact report, a negative declaration, or making other determinations, to provide public notice of that fact within a reasonable period of time, as provided. CEQA requires a lead agency to give notice to the last known name and address of all organizations and individuals who have previously requested notice, and to give notice by posting the notice on the internet website of the lead agency, and to give notice through one of 3 different procedures, including direct mailing to the owners and occupants of contiguous property shown on the latest equalized assessment roll. Existing law also requires, for a project involving the burning of municipal wastes, hazardous waste, or refuse-derived fuel, to give notice by direct mailing to the owners and occupants of property within 1/4 of a mile of any parcel or parcels, as specified. This bill would authorize a lead agency to satisfy the direct mailing requirements listed above by electronic mail if the recipient affirmatively requested to receive notice by electronic mail. (Based on 03/16/2026 text)

AB 1557 (**Papan, D**) **Vehicles: electric bicycles.**

Status: 04/01/2026 - In committee: Hearing postponed by committee.

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. Existing law defines a "class 1 electric bicycle" as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a "class 2 electric bicycle" as a bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a "class 3 electric bicycle" as a bicycle equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. A violation of the Vehicle Code is a crime. This bill would instead define a class 1 electric bicycle as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 16 miles per hour. The bill would define a class 2 electric bicycle as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 16 miles per hour. The bill would provide that, notwithstanding these definitions, an electric bicycle manufactured prior to January 1, 2027, that was equipped with a motor that is not capable of exceeding 750 watts of peak power and otherwise met the legal requirements for the relevant class at the time of manufacture shall retain its classification. The bill would prohibit a manufacturer from equipping, and a retailer from offering for sale or advertising, any device labeled as an electric bicycle with a motor that is capable of exceeding 750 watts of peak power. (Based on 03/16/2026 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: 03/25/2026 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 12. Noes 0.) (March 25). Re-referred to Com. on L. GOV.

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. After the legislative body has adopted all or part of a general plan, existing law requires the planning agency to provide by April 1 of each year an annual report to various entities that includes specified information. This bill would, for the 7th and each subsequent revision of the housing element, authorize a planning agency to include in that report the number of units approved for congregate care for the elderly 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. (Based on 03/16/2026 text)

[AB 1569](#) (Davies, R) Pupil safety: electric bicycle parking: safety program.

Status: 04/08/2026 - VOTE: Do pass as amended, and be re-referred to the Committee on [Transportation] with recommendation: To Consent Calendar (PASS)

Summary: Existing law authorizes the governing board of any school district having jurisdiction over elementary, intermediate, junior high, or high school to provide time and facilities to local law enforcement agency having jurisdiction over the school of the district for bicycle, scooter, electric bicycle, motorized bicycle, or motorized scooter safety instruction. Existing law prohibits a person from driving or parking a vehicle or animal upon the driveways, paths, parking facilities, or grounds of specific public entities, including a public school or an educational institution exempted, in whole or in part, from taxation, except with the permission of, and subject to any condition or regulation that may be imposed by, the governing body of the specified public entity. Existing law authorizes a public agency to adopt rules or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, electric bicycles, skateboards, electrically motorized boards, and roller skates on public property under the jurisdiction of that agency. This bill would require each school district and county office of education that allows pupils in kindergarten or any of grades 1 to 12, inclusive, to park a class 1, 2, or 3 electric bicycle, as defined, on campus to require pupils to complete the electric bicycle safety and training program developed by the Department of the California Highway Patrol, as provided, or a related safety course, as specified, as a condition for parking on campus. (Based on 03/09/2026 text)

[AB 1573](#) (Bryan, D) Land use: housing elements: target population.

Status: 03/25/2026 - From committee: Do pass and re-refer to Com. on L. GOV. with recommendation: To Consent Calendar. (Ayes 12. Noes 0.) (March 25). Re-referred to Com. on L. GOV.

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 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 03/16/2026 text)

[AB 1577](#) (Bauer-Kahan, D) Data centers: reporting.

Status: 04/08/2026 - VOTE: Do pass as amended and be re-referred to the Committee on [Natural Resources] (PASS)

Summary: Existing law requires the State Energy Resources Conservation and Development 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, water usage effectiveness, as defined, and total water consumption, 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 edition of the integrated energy policy report, and in each subsequent edition, 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 03/26/2026 text)

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

Status: 04/07/2026 - Re-referred to Com. on L. GOV.

Summary: 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. (Based on 04/06/2026 text)

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

Status: 04/08/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (April 7). Re-referred to Com. on APPR.

Summary: Current law establishes within the California Environmental Protection Agency the State Air Resources Board. Current law provides for the establishment of air pollution control districts and air quality management districts. Current law generally vests regulatory jurisdiction over stationary sources of air pollution to the air pollution control districts and air quality management districts and regulatory jurisdiction over mobile sources of air pollution to 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, and coordinating with air pollution control districts and air quality management districts and the California Environmental Protection Agency to align civil rights compliance efforts statewide. (Based on 01/13/2026 text)

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

Status: 03/24/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on APPR.

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

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

Status: 04/08/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (April 7). 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. (Based on 03/10/2026 text)

[AB 1614](#) ([Dixon, R](#)) **Vehicles: bicycles.**

Status: 04/07/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (April 6). Re-referred to Com. on APPR.

Summary: The California Bicycle Transportation Act establishes 4 classifications of facilities, referred to as bikeways, that provide primarily for, and promote, bicycle travel. Existing law requires a person operating a bicycle, which includes an electric bicycle, upon a highway to ride the bicycle upon or astride a permanent and regular seat unless the bicycle was designed by the manufacturer to be ridden without a seat. Existing law requires a person riding as a passenger on a bicycle upon a highway to be upon or astride a seat attached to the bicycle, as specified. A violation of these provisions is punishable as an infraction. This bill would make those provisions applicable to the operation of a bicycle upon a Class I bikeway. (Based on 01/21/2026 text)

[AB 1618](#) (Rogers, D) Food insecurity survey.

Status: 03/16/2026 - Re-referred to Com. on APPR.

Summary: 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. 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 defines "food insecurity" to mean 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 would require the State Department of Social Services to annually conduct a statewide survey to assess food insecurity in the state, modeled after a specified federal survey. The bill would require the first statewide food insecurity survey to be completed on or before July 1, 2028. The bill would require the department, on or before October 1, 2028, and annually thereafter, to make the results of the statewide food insecurity survey publicly available on its internet website. (Based on 03/12/2026 text)

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

Status: 04/08/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (April 8). Re-referred to Com. on APPR.

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, except as specified. 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. (Based on 03/04/2026 text)

[AB 1623](#) (Davies, R) Planning and zoning: regional housing needs allocation and annual report: student housing quarters.

Status: 02/02/2026 - Referred to Coms. on H. & C.D. and L. GOV.

Summary: The Planning and Zoning Law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Under current law, a part of the housing element is an assessment of housing needs, which includes the locality's share of the regional housing need. Under current law, the appropriate council of governments, or for cities and counties without a council of governments, the Department of Housing and Community Development, adopts a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Current law authorizes a local government to conduct a review or appeal regarding allocation data provided by the department or the council of governments regarding, among other things, the locality's share of the regional housing need. This bill would require certain types of student housing quarters, as determined by the department, that are built within the jurisdiction of a local government, as defined, regardless of whether they have been issued a completed entitlement, a building permit, or a certificate of occupancy, to count toward a local government's share of the locality's lower income regional housing needs allocation. (Based on 01/22/2026 text)

[AB 1624](#) (Zbur, D) Public Lands Protection Act.

Status: 03/16/2026 - Referred to Coms. on L. GOV. and NAT. RES.

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 1658](#) (Kalra, D) Local Agency Public Construction Act: change orders: County of Los Angeles: County of Santa Clara.

Status: 02/17/2026 - Referred to Com. on L. GOV.

Summary: The Local Agency Public Construction Act regulates contracting by local agencies, including counties and special districts. The act includes specific provisions for contracting by counties and contracting for county highways, bridges, and subways, and county waterworks districts. Those provisions include change order authorization for contracts, as prescribed, and impose caps on the extra cost of any change order, varying with the value of the original contract. Current law, until January 1, 2027, authorizes the County of Los Angeles and the County of Santa Clara to add a change order cap of \$400,000 for contracts whose original cost exceeds \$25,000,000 and of \$750,000 for contracts whose original cost exceeds \$50,000,000, both of which are adjusted annually to reflect the percentage change in the California Consumer Price Index. Current law imposes similar caps for both counties with regard to county highways and similar caps for the County of Los Angeles with regard to county bridges, subways, waterworks districts, and the Los Angeles County Flood Control District. That law requires the provisions specific to the County of Los Angeles and the County of Santa Clara modify no more than 7 contracts and requires those counties to provide a review report to the Assembly Committee on Local Government and the Senate Committee on Governance and Finance no later than July 1, 2026. This bill would no longer require the County of Los Angeles and the County of Santa Clara to modify no more than 7 contracts and no longer require those counties to provide a review report, as described above. The bill would delete the January 1, 2027 repeal date, thereby extending these provisions indefinitely. (Based on 01/29/2026 text)

[AB 1664](#) (Jackson, D) Vehicles: direct driver monitoring systems.

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

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

[AB 1674](#) (Ahrens, D) Food Affordability Act.

Status: 04/07/2026 - In committee: Set, first hearing. Hearing canceled at the request of author.

Summary: Current law creates the Office of Farm to Fork within the Department of Food and Agriculture, and requires the office, to the extent that resources are available, to work with various entities, as prescribed, to increase the amount of agricultural products available to underserved communities and schools in the state.

Current law requires the office, among other things, to identify distribution barriers that affect limited food access and work to overcome those barriers through various actions and to coordinate with school districts and representatives to increase the nutritional profile of foods provided in schools. This bill, the Food Affordability Act, would create the Food Desert Elimination Grant Program under the administration of the department to expand access to healthy foods in food deserts, as defined, and areas at risk of becoming food deserts, by providing grants to developers and grocery store operators, as specified. The bill would create the Food Desert Elimination Fund and would authorize the department, upon appropriation by the Legislature, to expend moneys in the fund for the purpose of the program. The bill would authorize the department to collect nonstate, federal, and private moneys for the purpose of the program, require those moneys to be deposited into the California Equitable Food Access Account within the Food Desert Elimination Fund, which the bill would create, and continuously appropriate those moneys to the department for the purpose of the program. The bill would authorize the department to award grants for specified purposes to developers or grocery store operators seeking to locate grocery stores in food deserts or to existing grocery stores located in food deserts. (Based on 02/02/2026 text)

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

Status: 03/26/2026 - Re-referred to Com. on INS.

Summary: The California FAIR Plan Association is a joint reinsurance association in which all insurers licensed to write basic property insurance participate to administer a program for the equitable apportionment of basic property insurance for persons who are unable to obtain that coverage through normal channels. 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 comply with the recommendations of a report of examination or other operational report and would subject the association to a fine of not more than \$20,000 for each violation of failing to adopt the recommendations within a timeframe agreed upon by the commissioner or a person designated by the commissioner. 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 03/25/2026 text)

AB 1708 **(Solache, D) Homeless Housing, Assistance, and Prevention program: round 8: smaller jurisdictions.**

Status: 04/07/2026 - Re-referred to Com. on H. & C.D.

Summary: Existing law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions with grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Existing law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 6 rounds, with rounds 1 to 5, inclusive, administered by the Interagency Council on Homelessness and round 6 administered by the Department of Housing and Community Development, as provided. Existing law establishes round 7 of the program and states the intent of the Legislature to enact future legislation that specifies the parameters, as specified. To be eligible for round 5 or round 6 base program allocation, existing law requires a jurisdiction that is not a tribe to apply as part of a region and be signatory to a regionally coordinated homelessness action plan that meets specified requirements. This bill would apply to the allocation of funding available under round 8 of the program and require a round 8 regionally coordinated homelessness action plan to include certain components, including a description of programs and interventions provided by smaller jurisdictions, as defined, that serve the objects and goals of the program, as specified. (Based on 04/06/2026 text)

AB 1710 **(Carrillo, D) Housing developments: ordinances, policies, and standards.**

Status: 03/25/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 12. Noes 0.) (March 25). Re-referred to Com. on L. GOV.

Summary: The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project, as defined for purposes of the act, for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. The act requires a housing development project to be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application, as specified, was submitted, except as otherwise provided. The act defines "ordinances, policies, and standards" to include general plan, community plan, specific plan, zoning, design review standards and criteria, subdivision standards and criteria, and any other rules, regulations, requirements, and policies of a local agency, as defined, including those relating to development impact fees, capacity or connection fees or charges, permit or processing

fees, and other exactions. This bill would include in the definition of “ordinances, policies, and standards” materials requirements, postentitlement permit standards, and any rules, regulations, determinations, and other requirements adopted or implemented by other public agencies, as defined. (Based on 02/04/2026 text)

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

Status: 04/07/2026 - Re-referred to Com. on W., P., & W.

Summary: The California Endangered Species Act prohibits the taking of an endangered or threatened species, except under certain circumstances. This bill would prohibit the imposition of a civil, administrative, or criminal penalty for a violation of the take prohibition if the defendant committed the act based on a good faith belief that they were acting to protect themselves, a member of their family, or any other individual from bodily harm from an animal listed pursuant to the act. (Based on 04/06/2026 text)

[AB 1732](#) (Alvarez, D) California Environmental Quality Act: exemption: housing development project: public higher education land use plan.

Status: 03/02/2026 - Referred to Coms. on NAT. RES. and H. & C.D.

Summary: The California Environmental Quality Act (CEQA) exempts from its requirements certain housing development projects that meet specified conditions, including a condition that the project is consistent with the applicable general plan and zoning ordinance, as well as any applicable local coastal program. CEQA requires a local government to provide formal notification to each California Native American tribe that is traditionally and culturally affiliated with the project site as an invitation to consult on the proposed project, as provided. This bill would provide that a housing development project that is consistent with the applicable public higher education land use plan would also meet that condition. The bill would further provide that a housing development project that is not subject to an applicable general plan, zoning ordinance, or public higher education land use plan would satisfy that condition if there is substantial evidence that would allow a reasonable person to conclude that the housing development project meets specified conditions, including a condition that the project satisfies the statewide performance standards for infill projects, as provided. Because the bill would increase duties on a local government related to this exemption by expanding the exemption to additional projects, this bill would impose a state-mandated local program. (Based on 02/05/2026 text)

[AB 1734](#) (Stefani, D) Count Hunger Act.

Status: 03/18/2026 - From committee: Do pass and re-refer to Com. on HIGHER ED. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (March 17). Re-referred to Com. on HIGHER ED.

Summary: Current law declares the established policy of the state that every human being has the right to access sufficient affordable and healthy food. Current 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. Current law requires the State Department of Public Health to consider the above-described state policy when establishing grant criteria pertinent to the distribution of sufficient affordable food. Current law requires the department to administer or oversee various programs addressing nutrition, including, among other things, pupil access to healthy food and the California Special Supplemental Nutrition Program for Women, Infants, and Children. This bill, the Count Hunger Act, would require the department to establish a 2-year pilot program, in collaboration with the University of California at Los Angeles (UCLA), to ensure that certain sets of questions linked to food insecurity are funded and covered within the California Health Interview Survey (CHIS). The bill would define CHIS as the statewide health survey administered by UCLA and conducted annually through interviews with thousands of households in the state, as specified. (Based on 02/05/2026 text)

[AB 1738](#) (Carrillo, D) State Housing Law: remote inspections.

Status: 04/06/2026 - Re-referred to Com. on L. GOV.

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 to offer a homeowner or contractor 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 July 1, 2027, as provided. The bill would apply the above-described immunities to remote inspections. (Based on 03/26/2026 text)

[AB 1740](#) ([Zbur, D](#)) Coastal resources: coastal development permits: urban multimodal communities: bicycle facilities.

Status: 04/07/2026 - Re-referred to Com. on NAT. RES.

Summary: The California Coastal Act of 1976 requires, among other things, anyone wishing to perform or undertake any development in the coastal zone, except as specified, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit from the California Coastal Commission or a local government, as provided. The act provides that a coastal development permit is not required for specified types of development in specified areas, as provided. This bill would authorize a city to designate itself as an urban multimodal community if the city has (1) at least one high-quality transit corridor or transit priority area in the city, (2) adopted plans that include targets to reduce greenhouse gas emissions and fatal and severe injury crashes, and (3) Class I, Class II, or Class IV bicycle facilities, as defined. If a city meets the criteria to designate itself as an urban multimodal community, the bill would require documentation be submitted to the Office of Land Use and Climate Innovation for review and would require the documentation to be posted on the city's internet website and the city to notify the commission of their submission. (Based on 04/06/2026 text)

[AB 1751](#) ([Quirk-Silva, D](#)) Missing Middle Townhome Ownership Act.

Status: 02/23/2026 - Referred to Coms. on H. & C.D. and L. GOV.

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. 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. The Starter Home Revitalization Act of 2021 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 housing 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 parcel map or a tentative and final map for a townhome development project that meets all of specified requirements, including that the proposed subdivision will result in parcels and residential units that will meet prescribed densities and that the newly created parcels are no smaller than 600 square feet. The act would define "townhome" for these purposes to mean a single-family dwelling unit that is less than or equal to 3 stories of occupiable square footage and shares a common wall, as specified, or is separated from one or more neighboring units by an air gap, and would define "townhome development project" to mean a housing development project consisting entirely of residential dwelling units that satisfy this definition of townhome. (Based on 02/09/2026 text)

[AB 1768](#) ([Bryan, D](#)) Transactions and use taxes: County of Los Angeles.

Status: 02/23/2026 - Referred to Coms. on L. GOV. and REV. & TAX.

Summary: Current law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general or specific purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in any county not exceed 2%. This bill would authorize, until December 31, 2031, the County of Los Angeles, by an ordinance adopted by the county, to levy a tax pursuant to the Transactions and Use Tax Law at a rate not to exceed 0.5% for general and special purposes, subject to voter approval, as specified. The bill would authorize those taxes to exceed the 2% limit described above. (Based on 02/09/2026 text)

[AB 1783](#) (DeMaio, R) Vehicle miles traveled: local tax and state fund prohibition.

Status: 03/23/2026 - Re-referred to Com. on L. GOV.

Summary: Existing law sets forth various provisions on the use of state funds, including by prohibiting the use of a grant of state funds to assist, promote, or deter union organizing. This bill would prohibit a state agency from expending funds for the study, planning, testing, design, implementation, administration, or evaluation of a tax, fee, assessment, or charge based on vehicle miles traveled (vehicle miles purposes). The bill would require the reversion of funds appropriated from the General Fund to another fund for vehicle miles purposes and would require the deobligation of encumbered but unexpended funds for those purposes. The bill would require the Department of Finance to, within 60 days of January 1, 2027, identify all relevant appropriations and ensure their reversion or transfer. (Based on 03/19/2026 text)

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

Status: 04/07/2026 - Re-referred to Com. on JUD.

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 04/06/2026 text)

[AB 1895](#) (Hadwick, R) Surplus Land Act: exemptions: land unsuitable for housing.

Status: 03/02/2026 - Referred to Coms. on L. GOV. and H. & C.D.

Summary: Current law requires land to be declared either surplus land or exempt surplus land, as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency's policies or procedures. Current law establishes procedures for the disposal of surplus land. These procedures do not apply to the disposal of exempt surplus land. Current law establishes various categories of exempt surplus land, including surplus land that is a former street, right-of-way, or easement, and is conveyed to an owner of an adjacent property. This bill would broaden the definition of exempt surplus land to include land that is unsuitable for housing development due to the presence of one or more specified characteristics, including land with slope instability that increases risk of mudslides, landslides, subsidence, liquefaction, and other seismic hazards. (Based on 02/12/2026 text)

[AB 1903](#) (Wicks, D) Construction defects.

Status: 03/23/2026 - Re-referred to Com. on JUD.

Summary: Existing law specifies the rights and requirements of a homeowner to bring an action for construction defects, including applicable standards for home construction, the statute of limitations, the burden of proof, the damages recoverable, and detailed prelitigation procedures. This bill would establish an alternative process for certified buildings, as established by the bill. The bill would authorize a builder to obtain a certified building status for a building by undergoing private inspection, repairs, and reinspection during construction and would require the inspector to be a private licensed architect, engineer, or general contractor, as specified. The bill would prohibit future challenges to the status of the building as a certified building once certified. The bill would authorize the builder of a certified building to establish its own process for handling postconstruction claims. (Based on 03/19/2026 text)

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

Status: 04/08/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 8). Re-referred to Com. on APPR.

Summary: The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional

housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law establishes the Local Government Planning Support Grants Program, administered by the department, for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, as provided. This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding, including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided. (Based on 02/17/2026 text)

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

Status: 03/23/2026 - Re-referred to Com. on NAT. RES.

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 the total cost of mitigation measures required to address a significant transportation impact as determined by the vehicle miles traveled metric is not to exceed 5% of the estimated total project costs. The bill would specify that mitigation measures to address a significant transportation impact as determined by the vehicle miles traveled metric that exceed the 5% limit are deemed to be economically infeasible for the purposes of CEQA. (Based on 03/19/2026 text)

AB 2110 (Johnson, R) Local financing: workforce housing: tax increment financing district.

Status: 03/09/2026 - Referred to Coms. on L. GOV. and H. & C.D.

Summary: Current law authorizes the creation of various infrastructure financing districts, including enhanced infrastructure financing districts for purposes of financing public capital facilities or other specified projects of communitywide significance that provide significant benefits to the surrounding community. This bill would authorize the establishment of tax increment financing districts for purposes of financing the construction, rehabilitation, repair, and upgrades to workforce housing for public safety, education, health care, or manufacturing personnel. The bill would set forth requirements for membership on the district's governing board, and would require the governing board to direct the preparation of a financing plan for the district, as provided. The bill would require the district to hold public hearings and receive written and oral protests to the financing plan in accordance with specified procedures and would require an election to be called if between 25% and 50% of the combined number of landowners and residents in the area who are at least 18 years of age file a protest. The bill would require, if the election is to be conducted by mail ballot, the identification envelope for return of mail ballots used in landowner elections to contain a declaration, under penalty of perjury, stating that the voter is the owner of record or the authorized representative of the landowner entitled to vote, among other things. (Based on 02/18/2026 text)

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

Status: 03/09/2026 - Referred to Coms. on H. & C.D. and L. GOV.

Summary: Current law requires each council of governments, or delegate subregion as applicable, to develop and adopt a methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or within the subregion, as provided. Current law also requires each council of governments and delegate subregion, as applicable, to adopt a final allocation of regional housing needs to each

local government in the region or subregion, where applicable, and the department, based on that adopted methodology. Current law requires that the housing element of a county's or city's general plan include, among other things, a quantification of the locality's existing and projected housing needs for all income levels, which must include the locality's share of the regional housing need, as provided. Current law authorizes a local government within the same county as a federally recognized Native American tribe to enter into a voluntary agreement with a tribe to allow new tribal housing development projects to count toward the locality's share of the regional housing needs allocation if certain conditions are met. This bill would authorize a local government, as defined, to enter into a voluntary agreement with another local government to allow new housing development projects to count toward each locality's share of the regional housing needs allocation if certain conditions are met, including that the project includes affordable housing units for very low and lower income households. (Based on 02/19/2026 text)

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

Status: 03/23/2026 - Re-referred to Com. on H. & C.D.

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, which includes, among other mandatory elements, a housing element. Existing law authorizes at least 2 or more cities and a county, or counties, at least 28 months prior to the scheduled housing element revision, to form a subregional entity to allocate the subregion's existing and projected housing need among its members. If the council of governments does not receive a notification of this formation at least 28 months prior to the update, existing law requires the council of governments to implement specified requirements regarding the regional housing need process. Existing law requires the council of governments to determine the share of regional housing need assigned to each delegate subregion at least 25 months prior to the scheduled revision. This bill would extend the above-described timeline for cities and counties to form a subregional entity to allocate the subregion's housing need, as provided, from 28 months to 34 months, and the above-described timeline for the council of governments to determine the share of regional housing need assigned to each subregion from 25 months to 31 months, respectively. (Based on 03/19/2026 text)

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

Status: 04/07/2026 - Re-referred to Com. on E.M.

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." (Based on 04/06/2026 text)

[AB 2346](#) (Wilson, D) Vehicles: electric bicycles and speed limits.

Status: 04/07/2026 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 15. Noes 0.) (April 6). Re-referred to Com. on JUD.

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 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated front lamp and a rear lamp, as specified. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging to be provided to the consumer. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale. (Based on 03/26/2026 text)

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

Status: 04/07/2026 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (April 6). Re-referred to Com. on APPR.

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 02/19/2026 text)

AB 2351 (Bonta, D) General plan: annual report: shelter beds.

Status: 04/07/2026 - Re-referred to Com. on H. & C.D.

Summary: The Planning and Zoning Law requires cities and counties to prepare, adopt, and amend general plans and elements of those general plans, as specified. After the legislative body has adopted all or part of a general plan, the law requires the planning agency to provide by April 1 of each year an annual report to specified entities that includes certain information, including the status of the plan and progress of its implementation. This bill would require the planning agency to include in that report, beginning with the report due by April 1, 2028, the number of temporary emergency shelter beds and the number of permanent housing units serving those experiencing or exiting homelessness in the jurisdiction in each of specified categories. (Based on 04/06/2026 text)

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

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

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 those 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 adopts a disaster recovery plan to ensure that its general plan is consistent with, and references, the disaster recovery plan. 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. (Based on 04/08/2026 text)

AB 2400 (Wallis, R) General plan: annual report: suite-style student housing quarters.

Status: 03/09/2026 - Referred to Coms. on H. & C.D. and L. GOV.

Summary: The Planning and Zoning Law requires a city or county to adopt a general plan for land use development of the city or county that includes, among other elements, a housing element. That law requires the housing element to include, among other things, an identification and analysis of existing and projected housing needs. That law requires the city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development that includes, among other specified information, the number of units of housing demolished and new units of housing that have been issued a completed entitlement, a building permit, or a certificate of occupancy. This bill would additionally require the city or county to include in the annual report the number of suite-style student housing quarters, as determined by the department. (Based on 02/20/2026 text)

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

Status: 04/08/2026 - Re-referred to Com. on L. GOV.

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 04/07/2026 text)

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

Status: 04/07/2026 - Re-referred to Com. on JUD. Measure version as amended on April 6 corrected.

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 benefit, subsidy, grant, loan, or tax credit, as specified. The bill would establish the California Immigrant Resilience Fund and would require the Controller to transfer each year from the General Fund to the California Immigrant Resilience Fund the amount of tax collected that is attributable to business entities being made ineligible for tax credits by this bill. (Based on 04/06/2026 text)

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

Status: 04/07/2026 - Re-referred to Com. on NAT. RES. From committee: Do pass and re-refer to Com. on W., P., & W. (Ayes 14. Noes 0.) (April 6). Re-referred to Com. on W., P., & W.

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, until July 1, 2025, to 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. (Based on 04/06/2026 text)

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

Status: 03/16/2026 - Referred to Coms. on NAT. RES. and H. & C.D.

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

and declarations. This bill would provide that a contribution to the fund is full and complete mitigation for that portion of the project's significant transportation impact and a legally sufficient mitigation measure under CEQA. The bill would make additional related findings and declarations. (Based on 02/20/2026 text)

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

Status: 03/26/2026 - In committee: Hearing postponed by committee.

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

[AB 2576](#) (Harabedian, D) Transit-oriented development.

Status: 03/23/2026 - Re-referred to Com. on H. & C.D.

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, including certain requirements pertaining to cities with a population of at least 35,000. Existing law provides that these provisions do not apply to a local agency until January 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, 2027. 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. This bill would delay each of those dates, and certain related dates, by one year. The bill would also increase the population threshold for certain requirements to apply to cities, as described above, from 35,000 to 40,000. (Based on 03/19/2026 text)

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

Status: 03/09/2026 - Referred to Coms. on H. & C.D. and L. GOV.

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. 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. The bill would allow the primary dwellings in an urban lot split under these provisions to be developed or converted to condominiums upon request of the applicant, as specified, or, if the housing development includes an existing unit, allow the applicant to request a condominium conversion for that unit pursuant to state and local law. The bill would specify that a "parcel map" for purposes of these provisions means a parcel map prepared in accordance with specified provisions of the Subdivision Map Act and may include a condominium plan if proposed by the subdivider, as specified. This bill contains other related provisions and other existing laws. (Based on 02/20/2026 text)

[AB 2679](#) (Hadwick, R) Road Maintenance and Rehabilitation Account: funding apportionments: cities.

Status: 03/16/2026 - Referred to Com. on TRANS.

Summary: Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. Existing law requires funds available for the program to be allocated for various specified purposes and requires the remaining funds available for the program to be continuously appropriated, with 50% for allocation to the Department of Transportation and 50% for apportionment

to cities and counties by the Controller. Of the funds to be apportioned to cities and counties, existing law requires the Controller to apportion 50% of those funds to counties pursuant to a specified formula and 50% of those funds to cities in the proportion that the total population of each city bears to the total population of all the cities in the state. This bill would require the Controller, with respect to the revenues apportioned to cities, to apportion a minimum of \$200,000 to each city, regardless of its population size, in the 2027–28 fiscal year and each fiscal year thereafter. (Based on 02/20/2026 text)

AB 2752 (Ávila Fariás, D) Bay Area Air Quality Management District and South Coast Air Quality Management District: policies: oil refineries.

Status: 04/07/2026 - Re-referred to Com. on NAT. RES.

Summary: Existing law establishes the Bay Area Air Quality Management District, which is vested with the authority to regulate air emissions located in the boundaries of the Counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara and portions of the Counties of Solano and Sonoma. Under existing law, the Lewis-Presley Air Quality Management Act establishes the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the South Coast Air Basin as the local agency with the responsibility for comprehensive air pollution control within the basin. This bill would require the Bay Area Air Quality Management District and the South Coast Air Quality Management District, on or before December 31, 2027, to analyze specified policies to determine the cost of compliance, potential cost to consumers, impacts on state and local tax revenue, refinery employment, and impacts on the statewide gasoline supply, as provided. (Based on 04/06/2026 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 33 (Cortese, D) Public contracts: claim resolution.

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

Summary: Current law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Current law establishes, until January 1, 2027, for contracts entered into on or after January 1, 2017, a claim resolution process applicable to any claim by a contractor in connection with a public works project against a public entity, as specified. For purposes of these provisions, current law defines "public entity" to include, among others, a city, including a charter city, and county, including a charter county. Current law imposes various requirements on a public entity in relating to the claim resolution process, including, among other things, conducting a reasonable review of the claim and, within 45 days, providing the claimant a written statement identifying the disputed and undisputed portions of the claim. This bill would repeal the above-described January 1, 2027, repeal date, thereby extending the operation of these provisions indefinitely. By indefinitely extending the duties of local agencies in relation to the above-specified claim resolution process, this bill would impose a state-mandated local program. (Based on 01/05/2026 text)

SB 222 (Wiener, D) Residential heat pump systems: water heaters and HVAC: installations.

Status: 01/26/2026 - Read third time. Passed. (Ayes 29. Noes 8.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Summary: Current law requires the State Energy Resources Conservation and Development 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. Current 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. The bill would require a city, county, or city and county, beginning July 1, 2027, to adopt and offer asynchronous inspections for installations of residential heat pump water heater or heat pump HVAC systems, as defined, that do not require a licensed contractor and building inspector to be simultaneously present during the inspection. The bill would authorize a building inspector to contact the licensed contractor who

performed the installation by telephone call or real-time video conferencing during their inspection, and, if the building inspector determines during an asynchronous inspection that there is an issue with an installation of the heat pump water heater or heat pump HVAC system and that the licensed contractor who performed the installation must be present to perform tests or cure the installation, to require the licensed contractor who performed the installation to schedule an additional inspection in which the building inspector and the licensed contractor who performed the installation are required to be simultaneously present during the additional inspection. (Based on 01/15/2026 text)

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

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

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

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

Status: 01/27/2026 - Read third time. Passed. (Ayes 31. Noes 9.) Ordered to the Assembly. Motion to reconsider made by Senator McNerney. Reconsideration granted. (Ayes 40. Noes 0.) Read third time. Passed. (Ayes 30. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Summary: Under current law, a regulated public utility is prohibited from using ratepayer funds for advocacy-related activities that are political or do not otherwise benefit ratepayers. Current 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 01/15/2026 text)

[SB 381](#) ([Wahab, D](#)) Vital records: adoptees' birth certificates.

Status: 01/27/2026 - Read third time. Passed. (Ayes 35. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Summary: Current law prohibits an agency from disclosing personal information that would link the information to the individual unless, among other things, the information is provided to a governmental entity by law, or the disclosure is to the individual to whom the information pertains. Current law makes vital records related to adoptions, other than a newly issued birth certificate, available only upon the order of the superior court of the county of residence of the adopted child or of the county granting the order of adoption. This bill would authorize, beginning on July 1, 2028, the disclosure of an original birth certificate, as defined, to an adopted person, or descendant, as defined, of a deceased adopted person, would require the State Registrar to provide a copy of the original birth certificate to those persons, and would establish a process to request an original birth certificate, as specified. (Based on 01/22/2026 text)

[SB 417](#) ([Cabaldon, D](#)) The Affordable Housing Bond Act of 2026.

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

Summary: Under current law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Current law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the

Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 01/22/2026 text)

[SB 457](#) ([Becker, D](#)) Housing element compliance: committed assistance: in-kind services.

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

Summary: The Planning and Zoning Law requires that the housing element of a city or county sets forth a schedule of actions during the planning period that the local government is undertaking or intends to undertake to implement the policies and achieve the goals of the housing element, as provided. Current law authorizes the Department of Housing and Community Development to allow a city or county to substitute the provision of units pursuant to this schedule of actions if the community includes in its housing element a program committing the local government to provide specified units that will be made available through the provision of committed assistance to lower income households at affordable housing costs or rents, as defined. Current law requires a unit to meet specified requirements to qualify for inclusion in the program. Existing law defines "committed assistance" for these purposes to mean that the city or county enters into a legally enforceable agreement during a specified time period that obligates sufficient available funds or other in-kind services to provide the assistance necessary to make the identified units affordable and that requires that the units be made available for occupancy within 2 years of the execution of the agreement. This bill would define "in-kind services" for these purposes. (Based on 01/08/2026 text)

[SB 677](#) ([Wiener, D](#)) Housing development: transit-oriented development.

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

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

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

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

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

[SB 866](#) (Blakespear, D) Homeless Housing, Assistance, and Prevention program: housing element.

Status: 04/08/2026 - Re-referred to Com. on HOUSING.

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. Existing law requires the housing element to include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to meeting these needs. Existing law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions with grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Existing law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 6 rounds, with rounds 1 to 5, inclusive, administered by the Interagency Council on Homelessness and round 6 administered by the Department of Housing and Community Development, as provided. Existing law establishes round 7 of the program and states the intent of the Legislature to enact future legislation that specifies the parameters, as specified. For a local government that does not receive HHAP funding, this bill would require the assessment to include, among other things, specified data regarding the population of individuals who are unhoused and a description of key actions that will be taken to reduce individuals who are unhoused based on the data. (Based on 03/25/2026 text)

[SB 876](#) (Padilla, D) Fire and residential property insurance.

Status: 04/08/2026 - VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Judiciary] (PASS)

Summary: Current law generally regulates classes of insurance, including fire and residential property insurance. This bill would instead prohibit a residential property insurance policy from being issued or renewed unless the applicant or insured is offered extended replacement cost coverage in an amount of no less than 50% of coverage above the policy limits for the primary dwelling and other structures. If an applicant or policyholder declines this offer, the bill would require them to sign an acknowledgment of the offer. (Based on 01/06/2026 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 880](#) (Wahab, D) Residential property: contract: fees.

Status: 04/08/2026 - Re-referred to Com. on JUD.

Summary: Existing law prohibits the vendor or lessor of a single-family residential property from contracting for or exacting any fee in excess of \$10 for the act of signing and delivering a document in connection with the transfer, cancellation, or reconveyance of any title or instrument at the time the buyer or lessee exercises an option to buy, or completes performance of the contract for the sale of, the property. This bill would modify that prohibition by extending it to the vendor or lessor of any residential property. (Based on 03/25/2026 text)

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

Status: 03/19/2026 - Read second time and amended. Re-referred to Com. on E., U & C.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would prohibit the application of categorical exemption to a project for the development and operation of a data center, as defined. 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. This bill contains other related provisions and other existing laws. (Based on 03/19/2026 text)

[SB 894](#) (Allen, D) Wildfire resiliency: financial assistance.

Status: 04/08/2026 - From committee: Do pass as amended and re-refer to Com. on E.M. (Ayes 7. Noes 0.) (April 7).

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 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 03/09/2026 text)

SB 904 **(Seyarto, R) Recovery from wildfires.**

Status: 04/08/2026 - Set for hearing April 14.

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, provisions in the California Building Standards Code, and local procedures that could be suspended or revised to support recovery and rebuilding efforts as a result of the wildfire, as specified. (Based on 04/06/2026 text)

SB 908 **(Wiener, D) Residential windows: retrofitting: California Energy Code compliance.**

Status: 04/08/2026 - Re-referred to Coms. on L. GOV. and HOUSING. From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

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 replacing existing residential windows with California Energy Code-compliant windows, as defined, or from imposing any requirements on California Energy Code-compliant windows in a housing development project, as defined. (Based on 04/08/2026 text)

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

Status: 03/19/2026 - Read second time. Ordered to third reading.

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 expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above. (Based on 03/11/2026 text)

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

Status: 04/08/2026 - From committee: Do pass and re-refer to Com. on P., D.T., & C.P. (Ayes 3. Noes 1.) (April 8). Re-referred to Com. on P., D.T., & C.P.

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 uses an ADS to assist in making 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 03/26/2026 text)

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

Status: 04/08/2026 - From committee: Do pass as amended and re-refer to Com. on P., D.T., & C.P. (Ayes 3. Noes 1.) (April 8).

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. This bill would establish the California Worker Technological Displacement Act, which would require an employer, as defined, to provide at least a 90-day advanced written notice, as described, before any technological displacement affecting 25 or more workers or 25 percent of the workforce, whichever is less. The bill would require an employer to provide that notice to affected workers, the EDD, and specified state and local entities. (Based on 03/26/2026 text)

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

Status: 04/08/2026 - Re-referred to Coms. on E.Q. and L., P.E. & R.

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. CEQA defines various terms, including "natural and protected lands" for its purposes. (Based on 03/25/2026 text)

SB 956 **(Choi, R) Vehicles: Electric Bicycle Special License Plate Pilot Program.**

Status: 04/06/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

Summary: Under existing law, a person riding an electric bicycle is subject to the laws pertaining to the operation of a bicycle upon a highway. For these purposes, existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions, as specified. Existing law states that these provisions do not prevent local authorities, by ordinance, from regulating the registration of bicycles and the parking and operation of bicycles on pedestrian or bicycle facilities, provided such regulation is not in conflict with the Vehicle Code. Existing law prohibits a city or county, which adopts a bicycle licensing ordinance or resolution, from prohibiting the operation of an unlicensed bicycle. The bill would, until January 1, 2032, authorize the County of Orange to establish a pilot program to require the display of a special license plate on electric bicycles. The bill would authorize the county to adopt ordinances or resolutions to implement the pilot program, and would make a person operating an electric bicycle in violation of this requirement guilty of an infraction punishable by specified fines and mandatory attendance of the Department of the California Highway Patrol-approved electric bicycle training course. (Based on 04/06/2026 text)

SB 958 **(Weber Pierson, D) California Environmental Quality Act: exemption: City of San Diego: Midway Rising Specific Plan.**

Status: 04/08/2026 - Re-referred to Coms. on E.Q. and L. GOV.

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. CEQA exempts from its requirements various activities and projects. This bill would exempt from the requirements of CEQA a project associated with the Midway Rising Specific Plan in the City of San Diego, including any activity or approval necessary for, or incidental to, development, planning, design, subdivision, financing, leasing, construction, operation, or maintenance, provided that the activity is carried out in substantial conformance with the plan and meets, or is consistent with, specified conditions, including conditions related to sustainability. (Based on 03/24/2026 text)

[SB 967](#) (Blakespear, D) Planning and zoning: housing element: interim housing units: acutely low income households.

Status: 03/26/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.

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 that county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development to determine the existing and projected regional housing need, as provided, and requires the appropriate council of governments, or for cities and counties without a council of governments, the department, to adopt a final regional housing need plan allocating a share of the regional housing need to each city or county, as provided. Existing law requires the housing element to include an analysis of any special housing needs, including, among others, families and persons in need of emergency shelter. Existing law requires a city or county to provide by April 1 of each year an annual report to, among other entities, the department that includes, among other things, the city's or county's progress in meeting its share of regional housing needs, as specified, and number of units approved and disapproved in the prior year. The bill would authorize a city or county that met or exceeded its need for emergency shelter capacity and that provides committed support for interim housing, as defined, to report the number of interim housing units receiving that support that are approved, as specified, as units approved or disapproved for acutely low income households, for purposes of the annual progress report. (Based on 03/26/2026 text)

[SB 978](#) (Pérez, D) Data centers: labor: electricity rates.

Status: 04/08/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 3. Noes 1.) (April 8). Re-referred to Com. on APPR.

Summary: Would require the Public Utilities Commission to establish a special rate structure for data centers, as defined, taking transmission level electrical service with an estimated peak demand of at least 75 megawatts of electricity to, among other things, protect other customers of electrical corporations, prohibit cost shifts to those other customers, and require data centers to pay for the electrical corporations' upfront costs of transmission or distribution infrastructure upgrades necessary for the provision of electrical service to the data centers. The bill would require the construction of data centers subject to the special rate structure to comply with certain labor requirements. (Based on 03/23/2026 text)

[SB 979](#) (Strickland, R) Planning and zoning: housing element: regional housing needs allocation: judicial review.

Status: 04/06/2026 - April 7 set for first 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, which includes, among other mandatory elements, a housing element. Current law requires the council of governments or delegate subregion, as applicable, to adopt a final regional housing needs plan that allocates a share of the regional housing need to each city, county, or city and county. Current law requires each council of governments and delegate subregion to distribute a draft allocation of regional housing needs to each local government in the region or subregion. Current law authorizes a local government within the region or the delegate subregion or the department to appeal to the council of governments or the delegate subregion for a revision of the share of the regional housing need proposed to be allocated to one or more local governments, as specified. Current law requires the council of governments or the delegate subregion to make a final determination that either accepts, rejects, or modifies each appeal, as provided. This bill would provide that the final determination by the council of governments or the delegate subregion is subject to judicial review, as specified. (Based on 02/04/2026 text)

[SB 981](#) ([Niello, R](#)) Administrative regulations: standardized regulatory impact analysis: State Air Resources Board.

Status: 03/18/2026 - March 18 set for first hearing. Failed passage in committee. (Ayes 3. Noes 1.)
Reconsideration granted.

Summary: The State Air Resources Board is responsible for the preparation of the state implementation plan required by the Clean Air Act, and requires the state board to adopt standards, rules, and regulations that are consistent with the state goal of providing a decent home and suitable living environment for every Californian. The Administrative Procedure Act sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies. Existing law requires a state agency proposing to adopt, amend, or repeal a major regulation on or after November 1, 2013, to prepare a standardized regulatory impact analysis, as specified, that addresses, among other things, the competitive advantages or disadvantages for businesses currently doing business within the state and the benefits to health, safety, and welfare of the regulations. This bill would require a standardized regulatory impact analysis prepared by the State Air Resources Board to additionally address cost of living impacts on residents of the state, including, but not limited to, retail gasoline and transportation costs, consumer electric bills, consumer goods and food costs, housing and building construction costs, and costs to businesses. (Based on 03/09/2026 text)

[SB 982](#) ([Wiener, D](#)) Climate disasters: civil actions.

Status: 04/06/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on JUD.

Summary: Existing law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act or omission of another, existing law authorizes them to recover compensation from the person at fault, which is known as damages. Existing law authorizes the Attorney General to bring various civil actions due to damage or loss. This bill would authorize the Attorney General to bring a civil action against specified fossil fuel companies for climate-attributable damage to recover costs and losses suffered by the California FAIR Plan Association, funds borrowed from the California Infrastructure and Economic Development Bank, or costs and losses incurred by insurance policyholders. The bill would make those companies strictly liable without regard to fault for any relief granted. (Based on 04/06/2026 text)

[SB 994](#) ([Cabaldon, D](#)) Local government: nondisclosure agreements.

Status: 03/24/2026 - From committee: Do pass and re-refer to Com. on L. GOV. with recommendation: To consent calendar. (Ayes 12. Noes 0.) (March 24). Re-referred to Com. on L. GOV.

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

[SB 996](#) ([Padilla, D](#)) Manufactured housing: classification as real property.

Status: 04/01/2026 - April 8 set for first hearing canceled at the request of author.

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. A willful violation of these provisions is a crime. 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. The bill would remove the agreements that are deemed to comply the requirement that the owner or contractor provide written evidence 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. This bill contains other related provisions and other existing laws. (Based on 03/19/2026 text)

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

Status: 04/02/2026 - Set for hearing April 13.

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

Status: 04/08/2026 - Set for hearing April 14.

Summary: 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, establish and maintain a 24-hour toll-free hunger hotline, and establish best practices for food banks and emergency food providers, as specified. The bill would create the Food Security and Affordability Fund for the receipt and deposit of moneys from federal, state, local, or private sources, and upon appropriation by the Legislature, would require the office to use those moneys to implement and administer these provisions. The bill would repeal these provisions on January 1, 2037. (Based on 03/26/2026 text)

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

Status: 04/08/2026 - From committee: Do pass as amended and re-refer to Com. on TRANS. (Ayes 5. Noes 0.) (April 8).

Summary: Existing law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. 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 03/25/2026 text)

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

Status: 04/08/2026 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 8. Noes 0.) (April 7). Re-referred to Com. on L. GOV.

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. Existing law authorizes a local agency to adopt an ordinance to implement these requirements. 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. The bill would also modify prohibitions relating to density on the lot, among other things. The bill would require that the above-described provisions relating to ministerial approval of housing developments on certain subdivided lots be interpreted liberally in favor of producing the maximum number of total housing units. (Based on 04/06/2026 text)

[SB 1135](#) (Blakespear, D) California Wildlife Coexistence Act.

Status: 04/08/2026 - Re-referred to Com. on N.R. & W.

Summary: Would require the Department of Fish and Wildlife, 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 California 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. The bill would require the department, upon appropriation by the Legislature, to establish the Wildlife Coexistence Technical Advisory Committee to provide technical guidance, public input, and programmatic recommendations related to the department's wildlife coexistence efforts. The bill would require the department, on or before July 1, 2028, to include specified information on its internet website, as provided. (Based on 03/23/2026 text)

[SB 1136](#) (Blakespear, D) Intercity rail and commuter rail: special events service plans: fare system integration.

Status: 04/06/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

Summary: Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. (Based on 04/06/2026 text)

[SB 1149](#) (Durazo, D) Employees: bereavement leave.

Status: 04/02/2026 - Set for hearing April 13.

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 03/26/2026 text)

SB 1162 (Alvarado-Gil, R) Wildfire and Forest Resilience Task Force: FAIR Plan policies: wildland-urban interface.

Status: 04/08/2026 - From committee: Do pass as amended and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 7. Noes 0.) (April 7).

Summary: Would require the Department of Forestry and Fire Protection, on or before June 30, 2027, and in consultation with the Department of Insurance and the California FAIR Plan Association, to make recommendations to prioritize state efforts to reduce wildfire hazards in the wildland-urban interface identified in the action plan for ZIP codes that have seen the largest increases in FAIR Plan policies sold since 2019. (Based on 03/23/2026 text)

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

Status: 04/08/2026 - From committee: Do pass as amended and re-refer to Com. on N.R. & W. (Ayes 12. Noes 0.) (April 7).

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. The bill would additionally make a violation of this provision a misleading statement for purposes of unfair competition and false advertising provisions of the Business and Professions Code. (Based on 03/26/2026 text)

SB 1182 (Allen, D) New developments: fire hazards: insurance requirements.

Status: 04/08/2026 - Re-referred to Coms. on L. GOV. and HOUSING.

Summary: The Planning and Zoning Law requires 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. This bill would require a developer, prior to seeking all the required land use approvals or entitlements necessary for the issuance of a building permit for a proposed development project in a high fire or very high fire hazard severity zone, as defined, to make a good faith effort to obtain a minimum of 2 insurance quotes, as provided, that contain estimates of the cost to insure the structures or units that will be built as part of the development project. The bill would require a city, county, or city and county to require a developer to submit those insurance quotes as part of the applications for all the required land use approvals or entitlements, or to report that it was not able to obtain those insurance quotes. The bill would also require a developer to submit those insurance quotes to the Department of Real Estate and the Department of Insurance. (Based on 03/23/2026 text)

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

Status: 03/04/2026 - Referred to Com. on L. GOV.

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

SB 1196 (McNerney, D) Accessory dwelling units and junior accessory dwelling units: utility service connections.

Status: 04/08/2026 - Re-referred to Coms. on E., U & C. and L. GOV.

Summary: The Planning and Zoning Law provides for the creation by ordinance, or by ministerial approval if the local agency has not adopted an ordinance, of an accessory dwelling unit (ADU) or a junior accessory dwelling unit (JADU) in accordance with specified standards and conditions. Existing law authorizes a local agency, special district, or water corporation to require a new or separate utility connection directly between the unit and the utility for certain ADUs, as provided. This bill would require a local agency to post on its internet website or distribute in written form to an applicant a comprehensive list of requirements for utility service connections that may be required for an ADU or JADU and contact information for each of the utilities that provide service in the jurisdiction. (Based on 03/23/2026 text)

SB 1241 (Smallwood-Cuevas, D) Skilled and trained workforce requirements.

Status: 04/02/2026 - Set for hearing April 13.

Summary: Existing law establishes requirements with respect to public contracts that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project, as specified. Existing law requires a public entity subject to skilled and trained workforce requirements to include a specified notice in all bid documents. Existing law specifies that a failure of a public entity to include the required notice that a project is subject to the skilled and trained workforce requirement does not excuse a public entity from those requirements. This bill would expand the circumstances under which those requirements apply to specified instruments and laws, including development agreements and resolutions, as provided. The bill would make various technical and conforming changes. (Based on 03/26/2026 text)

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

Status: 04/08/2026 - From committee: Do pass and re-refer to Com. on N.R. & W. (Ayes 9. Noes 0.) (April 7). Re-referred to Com. on N.R. & W.

Summary: Existing law requires Department of Transportation (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. The bill would require Caltrans to include wildlife connectivity assets in the asset management plan. (Based on 03/26/2026 text)

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

Status: 04/08/2026 - Re-referred to Com. on N.R. & W.

Summary: Existing law establishes the Natural Resources Agency, which consists of various departments, including the Department of Conservation, the Department of Fish and Wildlife, and the Department of Parks and Recreation. Existing law vests in the Natural Resources Agency various powers, including those related to conservation of lands. By Executive Order No. N-82-20, Governor Gavin Newsom directed the Natural Resources Agency to combat the biodiversity and climate crises by, among other things, establishing the California Biodiversity Collaborative and conserving at least 30% of the state's lands and coastal waters by 2030. Existing law requires the Secretary of the Natural Resources Agency to prepare and submit, on or before March 31, 2024, and annually thereafter, a report to the Legislature on the progress made in the prior calendar year toward achieving the goal to conserve 30% of California's lands and coastal waters by 2030. Existing law provides that it is the goal of the state to conserve at least 30% of California's lands and coastal waters by 2030, known as the 30x30 goal. Existing law establishes the Equitable Outdoor Access Act, which sets forth the state's commitment to ensuring all Californians can benefit from, and have meaningful access to, the state's rich cultural and natural resources. Existing law declares that it is state policy, among other things, to ensure that all Californians have equitable opportunities to safe and affordable access to nature and access to the benefits of nature, and to prevent and minimize the intentional and unwarranted limitation of sustainable public access to public lands, where appropriate, including, but not limited to, local, regional, state, and federal parks, rivers, lakes, beaches, forests, mountain ranges, deserts, and other natural landscapes. This bill would establish an initiative, to be administered by the agency, in consultation with state entities, to advance specified goals, including, among other related goals, achieving equitable access to outdoor public recreation spaces, as defined, and aligning these goals with the state's outdoor equity goals and the above-described 30x30 goal to ensure conservation strategies

enhance public access and benefits for disadvantaged and low-income communities, as defined. 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 03/23/2026 text)

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

Status: 04/08/2026 - From committee: Do pass as amended and re-refer to Com. on TRANS. (Ayes 4. Noes 0.) (April 8).

Summary: (1)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 January 1, 2027, and before January 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a new motor vehicle. (Based on 02/20/2026 text)

[SB 1275](#) (Gonzalez, D) City of Long Beach Pacific Coast Highway speed safety system pilot program.

Status: 04/08/2026 - From committee: Do pass and re-refer to Com. on P., D.T., & C.P. (Ayes 10. Noes 1.) (April 7). Re-referred to Com. on P., D.T., & C.P.

Summary: Existing law authorizes, until January 1, 2032, the City of Long Beach (city), among others, to establish a program for speed enforcement that utilizes a speed safety system if the system meets specified requirements. Existing law requires the city to adopt a Speed Safety System Use Policy that sets forth, among other things, the specific purpose for the system. Existing law requires the city to adopt a Speed Safety System Impact Report that, among other things, includes the locations where the systems may be deployed. Existing law requires the policy and report to be made available for public review, as specified. Existing law also requires the city to develop uniform guidelines for, among other things, the processing and storage of confidential information, and designates all photographic or administrative records made by a system as confidential, except as specified. Existing law prohibits a speed safety system in the city 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 authorize, until January 1, 2036, the City of Long Beach to establish a similar program for speed enforcement that utilizes up to 6 speed safety systems on the Pacific Coast Highway. (Based on 03/25/2026 text)

[SB 1282](#) (Becker, D) Transportation electrification: grid-integrated vehicle technologies: standards.

Status: 04/06/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U & C.

Summary: Existing law authorizes the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the State Air Resources Board and the Public Utilities Commission (PUC), to require any weight class of battery electric vehicle to be bidirectional capable, as defined, if it determines there is a sufficiently compelling beneficial bidirectional-capable use case to the battery electric vehicle operator and electrical grid, as specified. Existing law defines various terms related to bidirectional-capable use. This bill would expand various definitions related to bidirectional-capable use to include in their meanings vehicle types beyond battery electric, among other changes. (Based on 04/06/2026 text)

[SB 1297](#) (Allen, D) Regional Wildfire Mitigation Collaboratives.

Status: 04/08/2026 - Re-referred to Coms. on N.R. & W. and B. P. & E.D.

Summary: Existing law establishes in the Department of Conservation the 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 by improving ecosystem health, community wildfire preparedness, and fire resilience. Existing law requires the department, upon appropriation, among other things, to provide block grants to regional entities, as defined, to develop regional strategies and projects that create fire adapted communities and landscapes, as provided. This bill would authorize regional entities to form regional wildfire mitigation collaboratives, consisting of specified local government entities, special districts, and tribal governments, and would further authorize these collaboratives to take the form of a joint powers authority. The bill would require these collaboratives to form cooperative agreements with specified entities, as provided. The bill would authorize the collaboratives to develop wildfire mitigation plans to implement

projects across the region that mitigate against the risk of wildfire, including projects related to, among other things, structure hardening and retrofitting. (Based on 03/25/2026 text)

[SB 1301](#) (Allen, D) Residential property insurance: nonrenewals.

Status: 03/04/2026 - Referred to Com. on INS.

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 July 1, 2027, require an insurer to either deliver to the named policyholder an offer of renewal at least 90 days before the policy expiration 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 180 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 either 90 days from the date the offer of renewal is delivered or for 180 days from the date the notice of nonrenewal or notice of renewal with a reduction of limits or an elimination of coverage is delivered. (Based on 02/20/2026 text)

[SB 1318](#) (Allen, D) Coastal resources: local coastal program: coastal development permit: non-owner-occupied short-term rentals.

Status: 04/08/2026 - Re-referred to Com. on N.R. & W.

Summary: The California Coastal Act of 1976 establishes the California Coastal Commission and prescribes procedures for the preparation, approval, and certification of local coastal programs. Existing law requires any proposed amendments to a certified local coastal program to be submitted to, and processed by, the commission in accordance with specified procedures. The act generally requires anyone wishing to perform or undertake any development in the coastal zone to obtain a coastal development permit from the commission before certification of the local coastal program or to a local government after certification of a local coastal program, as provided. The act finds and declares that it is important for the commission to encourage the protection of existing and the provision of new affordable housing opportunities for persons of low and moderate income in the coastal zone and requires the commission to encourage housing opportunities for persons of low and moderate income. This bill would require the commission to approve a coastal development permit or a local coastal program amendment restricting or prohibiting non-owner-occupied short-term rentals, regardless of the availability of other visitor-serving accommodations, as provided. (Based on 03/25/2026 text)

[SB 1319](#) (Durazo, D) California Public Records Act: public investment funds.

Status: 04/08/2026 - Re-referred to Coms. on JUD. and L., P.E. & R.

Summary: The California Public Records Act (act) requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act exempts from disclosure certain records regarding alternative investments, as defined, in which public investment funds, as defined, invest. The act, however, requires certain information contained in those records to be disclosed, including, among other things, the name, address, and vintage year of each alternative investment vehicle. This bill would additionally require the disclosure of certain additional information, including, among other things, a comparison of the results from the alternative investment vehicle against the performance the public investment fund would have experienced from investing the same amount in a public market index of corresponding assets traded in the public securities markets, after controlling for risk, liquidity, and expense. (Based on 03/25/2026 text)

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

Status: 04/08/2026 - Re-referred to Com. on TRANS.

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: exceptions: housing development policy.

Status: 04/08/2026 - Re-referred to Coms. on HOUSING and L. GOV.

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 defines various terms for these purposes. This bill would additionally exempt from the above-described provisions certain local agencies or local governments if the entity has adopted a policy by January 1, 2026, to complete at least 10,000 housing units, at least 50% of which will be income restricted, by January 1, 2032, except as specified. (Based on 03/25/2026 text)

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

Status: 04/08/2026 - Re-referred to Coms. on HOUSING and L. GOV.

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](#) ([Limón, D](#)) Environmental protection: lands and coastal waters: conservation goals: reports.

Status: 04/08/2026 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 7). Re-referred to Com. on APPR.

Summary: Existing law provides that it is the goal of the state to conserve at least 30% of California's lands and coastal waters by the year 2030, known as the 30x30 goal. Existing law requires the Secretary of the Natural Resources Agency to prepare and submit an annual report to the Legislature on progress made in the prior calendar year toward achieving the 30x30 goal. Existing law requires the report to include specified information, including identified barriers to implementing the 30x30 goal and recommended actions taken or needed to address those barriers. This bill would require the report to include sufficient information to accurately quantify and identify the acreage reported to be newly conserved and distinguish it from acreage previously reported as conserved. The bill would require the secretary to post the report on the Natural Resources Agency's internet website where it is publicly accessible. (Based on 02/20/2026 text)

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

Status: 04/02/2026 - Set for hearing April 14.

Summary: Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law requires moneys collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes, including a specified portion to the authority for certain purposes. Existing law prohibits the authority from entering into new funding commitments with those moneys for activities outside of the Merced to Bakersfield segment, until June 30, 2030, or when that segment is fully funded, whichever is sooner. Notwithstanding that prohibition, existing law authorizes the authority to enter into new funding commitments outside of the Merced to Bakersfield segment for

additional activities, not to cumulatively exceed \$500,000,000, that maximize the efficiency of delivering the project, as specified. This bill would authorize the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for additional activities that maximize the efficiency of delivering the project, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation. (Based on 02/20/2026 text)

[SB 1423](#) (Stern, D) Transportation funding: State Transportation Improvement Program: Active Transportation Program.

Status: 04/08/2026 - Re-referred to Com. on TRANS.

Summary: Existing law generally provides for programming and allocation of available state and federal transportation funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation through the adoption of an interregional transportation improvement program, and 75% of available funds to be programmed and expended on regional improvement projects nominated by transportation planning agencies through the adoption of a regional transportation improvement program. This bill would require at least 50% of funds programmed in the interregional transportation improvement program, and 50% of funds programmed in a regional transportation improvement program, to be programmed for safe streets projects, as specified. (Based on 03/25/2026 text)

[SB 1424](#) (Archuleta, D) Sales and use taxes: electric vehicle fueling.

Status: 04/08/2026 - Re-referred to Coms. on REV. & TAX. and E.Q. Withdrawn from committee. Re-referred to Coms. on E.Q. and REV. & TAX.

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 an exemption for the sale of, or the storage, use, or consumption of, certain tangible personal property purchased for use by a qualified person to be used primarily in specified manufacturing, processing, refining, fabricating, recycling, research and development, or electric power, as prescribed. This bill would additionally exempt, under the provision described above, from state sales and use tax laws qualified tangible personal property purchased for use by a qualified person to be used primarily in the fueling of an electric vehicle. (Based on 03/24/2026 text)

[SB 1425](#) (Cortese, D) High-Speed Rail Authority: property: right-of-way.

Status: 04/08/2026 - Re-referred to Coms. on TRANS. and JUD.

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 rights-of-way. The bill would make any person who installs or performs an encroachment within the authority's right-of-way, without a permit, guilty of a misdemeanor. 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 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 right-of-way, as specified. 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. The bill would, upon appropriation by the Legislature, make the penalty moneys available to the authority for use in the development, improvement, and maintenance of the high-speed rail system, and the other moneys available for administering these provisions. (Based on 03/25/2026 text)

Total Measures: 125

Total Tracking Forms: 125