



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING OF THE

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

***Members of the Public are Welcome to Attend
In-Person & Remotely***

Tuesday, September 15, 2026

8:30 a.m. – 10:00 a.m.

To Attend In-Person:

**SCAG Main Office – Policy B Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/84376025323>

To Attend and Participate by Phone:

Call-in Number: 1-669-900-6833

Meeting ID: 843 7602 5323

PUBLIC ADVISORY

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

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Instructions for Attending the Meeting

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy B Meeting Room on the 17th floor starting at 8:30 a.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/84376025323>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call (669) 900-6833 to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 843 7602 5323**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

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

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Monday, September 14, 2026** will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on **Monday, September 14, 2026** will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.
2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.

General Information for Public Comments

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

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

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



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE MEETING AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

Cindy Allen City of Long Beach - City Hall 411 W. Ocean Boulevard, 11 th Floor Long Beach, CA 90802	Ryan Balius Kimpton George Hotel Leaders A/B Meeting Room 15 E St NW Washington, DC 20001	Wendy Bucknum 1801 East Katella Avenue, Suite 1002 Anaheim, CA 92805
Jenny Crosswhite City of Santa Paula - City Hall 970 E. Ventura Street Santa Paula, CA 93060	Margaret Finlay 2221 Rim Road Duarte, CA 91008	Gary Gardner 65925 Buena Vista Avenue Desert Hot Springs, CA 92240
Mike Goodsell SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243	Jan Harnik City of Palm Desert - City Hall 73-510 Fred Waring Drive Palm Desert, CA 92260	Laura Hernandez Port Hueneme - City Hall 250 N. Ventura Road Port Hueneme, CA 93041
Patricia Lock Dawson City of Riverside - City Hall 7th Floor Conference Room 3900 Main Street Riverside, CA 92522	Ray Marquez 15922 Old Carbon Road Chino Hills, CA 91709	Daniel Ramos City of Adelanto – City Hall 11600 Air Expressway Road Adelanto, CA 92301
Suely Saro City of Long Beach – City Hall Floor 2 - The Colorado 411 W Ocean Boulevard Long Beach, CA 90802	David J. Shapiro City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302	Donald P. Wagner County Administration North 6 th Floor Conference Room 601 A 400 West Civic Center Drive Santa Ana, CA 92701
Mark Waronek 24116 Alliene Avenue Lomita, CA 90717	Thomas Wong City of Monterey Park – City Hall 320 West Newmark Avenue Monterey Park, CA 91754	Frank Yokoyama 11540 Gonsalves Street Cerritos, CA 90703

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



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

LCMC - Legislative/Communications and Membership Committee *Members – September 2026*

1. **Hon. Margaret Finlay**
LCMC Chair, Duarte, RC District 35
2. **Hon. Jan Harnik**
LCMC Vice Chair, RCTC Representative
3. **Hon. Cindy Allen**
Long Beach, RC District 30
4. **Hon. Ryan Balius**
Anaheim, RC District 19
5. **Hon. Wendy Bucknum**
Mission Viejo, RC District 13
6. **Hon. Ulises Cabrera**
Moreno Valley, RC District 69
7. **Hon. Jenny Crosswhite**
Santa Paula, RC District 47
8. **Hon. J. John Dutrey**
Montclair, RC District 9
9. **Hon. Gary Gardner**
Desert Hot Springs, RC District 2
10. **Hon. Mike Goodsell**
ICTC Representative
11. **Sup. Curt Hagman**
San Bernardino County
12. **Hon. Laura Hernandez**
Port Hueneme, RC District 45
13. **Hon. Patricia Lock Dawson**
LCMC Chair, Riverside, RC District 68
14. **Hon. Ray Marquez**
Chino Hills, RC District 10
15. **Hon. Daniel Ramos**
Adelanto, RC District 65
16. **Hon. Gil Rebollar**
Brawley, RC District 1
17. **Hon. Suely Saro**
Long Beach, RC District 29



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

- 18. Hon. David J. Shapiro**
Calabasas, RC District 44
- 19. Sup. Donald Wagner**
Orange County
- 20. Hon. Mark Waronek**
Lomita, RC District 39
- 21. Hon. Thomas Wong**
Monterey Park, RC District 34
- 22. Hon. Frank A. Yokoyama**
Cerritos, RC District 23



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy B Room
Los Angeles, CA 90017
Tuesday, September 15, 2026
8:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Margaret Finlay, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

- | | |
|---|--------|
| 1. Minutes of the Meeting – August 18, 2026 | PG. 8 |
| 2. SCAG Memberships and Sponsorships | PG. 18 |

Receive and File

- | | |
|--------------------------------|--------|
| 3. Legislative Tracking Report | PG. 22 |
|--------------------------------|--------|

INFORMATION ITEMS

- | | |
|--|--------|
| 4. September 2026 Federal Update
<i>(Francisco Barajas, Legislative Affairs Supervisor, SCAG; Manatt)</i> | PG. 54 |
| 5. State 2026 End of Session Update
<i>(Francisco Barajas, Legislative Affairs Supervisor, SCAG; Cruz Strategies)</i> | PG. 66 |



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

ACTION ITEM

6. Proposition 1 – Veterans and Affordable Housing Bond Act of 2026
(David Angel, Senior Legislative Affairs Analyst, SCAG)

PG. 72

RECOMMENDED ACTION:

Staff recommends that the Legislative/Communications & Membership Committee forward a “support” position on Proposition 1, the Veterans and Affordable Housing Bond Act of 2026, to the Regional Council.

CHAIR UPDATE

(The Honorable Margaret Finlay, Chair)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Chief Government and Public Affairs Officer)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
September 15, 2026

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, AUGUST 18, 2026

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC). A DIGITAL RECORDING OF THE MEETING IS AVAILABLE AT: <http://scag.ig2.com/Citizens/>.

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

Members Present

Hon. Margaret Finlay (Chair)

Hon. Jan Harnik (Vice Chair)

Hon. Cindy Allen

Hon. Ryan Balius

Hon. Wendy Bucknum

Hon. Ulises Cabrera

Hon. Jenny Crosswhite

Hon. J. John Dutrey

Hon. Gary Gardner

Hon. Mike Goodsell

Hon. Patricia Lock Dawson

Hon. Ray Marquez

Hon. Suely Saro

Hon. David J. Shapiro

Hon. Donald Wagner

Hon. Mark Waronek

Hon. Thomas Wong

Hon. Frank Yokoyama

Duarte

Long Beach

Anaheim

Mission Viejo

Moreno Valley

Santa Paula

Montclair

Desert Hot Springs

Riverside

Chino Hills

Long Beach

Calabasas

Lomita

Monterey Park

Cerritos

District 35

RCTC

District 30

District 19

District 13

District 69

District 47

District 9

District 2

ICTC

District 68

District 10

District 29

District 44

Orange County

District 39

District 34

District 23

Members Not Present

Sup. Curt Hagman

Hon. Laura Hernandez

Hon. Gil Rebollar

Port of Hueneme

Brawley

San Bernardino County

District 45

District 1

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Margaret Finlay called the meeting to order at 8:33 a.m. and called upon Hon. Jan Harnik, RCTC, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no prioritization of agenda items.

CONSENT CALENDAR

Approval Item

1. Minutes of the Meeting – June 16, 2026
2. SCAG Memberships and Sponsorships

Receive and File

3. Legislative Tracking Report

There were no public comments for the Consent Calendar.

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

Chair Finlay reviewed the meeting agenda and proposed adjusting the order of business to prioritize discussion of Item 6 ahead of Item 4. Hearing no objections from committee members, the committee agreed to revise the agenda and hear Item 6 before Item 4.

A MOTION was made (Allen) to approve Consent Calendar Items 1 through 3. The MOTION was SECONDED (Bucknum) and APPROVED by a majority roll call vote as follows:

AYES: Allen, Balius, Bucknum, Cabrera, Crosswhite, Dutrey, Finlay, Gardner, Goodsell, Harnik, Lock Dawson, Marquez, Saro, Shapiro, Wagner, Waronek, Wong, and Yokoyama (18)

NOES: None (0)

ABSTAINS: None (0)

ACTION ITEMS

4. SB 675 (Padilla) – Imperial County Air Pollution Control District Reform Follow-Up

A representative from Senator Padilla's office, Guillermo Hernandez, addressed the committee regarding SB 675 during public comment. He thanked SCAG staff for reevaluating the legislation and highlighted the significant amendments that had been made through ongoing discussions with Imperial County stakeholders, including local governments, the Imperial Irrigation District, and community representatives. Mr. Hernandez reported that the bill had advanced from the Assembly Appropriations Committee and was awaiting further action on the Assembly floor. He also noted that stakeholder positions had evolved during the negotiation process, citing support from the Imperial Irrigation District and neutral positions adopted by several agricultural organizations that had previously opposed the measure. He stated that the bill remained focused on improving representation, transparency, accountability, and community participation in air quality governance decisions affecting Imperial County.

Mr. David Angel, Senior Legislative Affairs Analyst, presented an update on SB 675, which had previously been considered by the LCMC and Regional Council. After SCAG staff brought the bill to the LCMC as an informational item, the LCMC voted to forward a recommendation to the Regional Council that SCAG adopt an "oppose" position. Following discussion at the Regional Council meeting, the bill was returned to the LCMC for further consideration given significant amendments that were made to the bill.

These included changes to the composition of the governing board, acceleration of the implementation timeline, removal of provisions that would have prohibited the issuance of certain Title V air permits during the transition period, and the addition of an irrigation district representative to the board. Mr. Angel also noted amendments had modified public disclosure requirements and provided protections for sensitive facility information.

Mr. Angel stated that stakeholders remained divided on the measure. Supporters argued that the bill would improve representation, transparency, and accountability, while opponents continued to express concerns regarding governance changes, implementation costs, local control, and potential unfunded mandates. He noted that discussions between stakeholders and the bill's author were ongoing and that additional amendments were still being considered.

Given the significant amendments already adopted, the possibility of further changes, and the lack of consensus among affected stakeholders, Mr. Angel reported that staff recommended SCAG adopt a "watch" position as this would allow stakeholder discussions to continue without SCAG taking a position that might not be helpful to member agencies while negotiations on the bill remained ongoing.

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

Hon. Mike Goodsell reflected on the committee's prior consideration of SB 675, noting that he had not initially intended to advocate for opposition when the bill was first presented as an informational item. He explained that after hearing concerns raised by other members regarding legislation affecting their communities, he evaluated stakeholder sentiment within Imperial County and concluded that significant local opposition existed at that time. Since then, he continued discussions with community stakeholders and further examined the issue. Mr. Goodsell emphasized that Imperial County's ongoing air quality challenges were primarily driven by pollution originating in Mexico and environmental conditions unique to the region, including impacts associated with the New River and Salton Sea. He argued that changing the governance structure of the Imperial County Air Pollution Control District would not address the root causes of the region's air quality issues and therefore would not achieve the bill's stated objective of improving air quality. While he did not make a motion, he stated that he continued to support an "oppose" position on the legislation because he believed it would not effectively address Imperial County's environmental concerns.

A MOTION was made (Dutrey) to approve Item No. 4. The MOTION was SECONDED (Allen) and APPROVED by a majority roll call vote as follows:

AYES: Allen, Balius, Bucknum, Crosswhite, Dutrey, Finlay, Gardner, Goodsell, Harnik, Lock Dawson, Marquez, Saro, Shapiro, Wagner, Waronek, and Wong (16)

NOES: None (0)

ABSTAINS: None (0)

5. Transportation Policy and Safety Improvements

There were no public comments for Item No. 5.

Jorge Zavala, Legislative Affairs Analyst, presented two transportation-related measures authored by Senator Catherine Blakespear. He explained that SB 741 would modify the Low Carbon Transit Operations Program by expanding eligible uses of program funding, including transit operations, service expansion, fare subsidies, and transit technology improvements. The bill would also streamline program administration by reducing reporting requirements, allowing multi-year expenditure plans, and providing greater flexibility for agencies to modify expenditures. Mr. Zavala

reported that the bill had no recorded opposition, had advanced from the Appropriations Committee, and was awaiting a floor vote.

Mr. Zavala also presented SB 1167, which would strengthen electric bicycle safety, consumer awareness, and enforcement by clarifying e-bike classifications, prohibiting the sale or advertising of certain noncompliant devices as e-bikes, requiring manufacturer and classification labeling, and establishing additional consumer disclosure requirements. He noted that the Motorcycle Industry Council was the bill's sole recorded opponent. Mr. Zavala reported that the bill had also advanced from the Appropriations Committee and was awaiting a floor vote.

Based on the benefits of improved transit funding flexibility and enhanced e-bike safety standards, staff recommended that the LCMC forward support positions for SB 741 and SB 1167 to the Regional Council.

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

There were no comments for item number 5.

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

AYES: Allen, Balias, Bucknum, Crosswhite, Dutrey, Finlay, Gardner, Goodsell, Harnik, Lock Dawson, Marquez, Saro, Shapiro, Wagner, Waronek, and Wong (16)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEMS

6. SCAG Sponsor Bill Update

Two members of the public provided comments regarding Item 6. Adam Wood, representing the Building Industry Association Southern California (BIASC), expressed concerns that recent proposed amendments would significantly alter the bill and potentially expand CARB's authority at the expense of local government control. He stated that while the bill originally included positive reforms, including changes to the Sustainable Communities Strategy (SCS) process, pending amendments had created uncertainty and raised concerns about reduced public participation in regulatory decision-making. Mr. Wood urged SCAG to reconsider its sponsorship of the legislation and suggested pausing support until the proposed amendments could be fully evaluated.

Carlos Rodriguez, representing the BIASC, echoed similar concerns, noting the organization had issued a floor alert opposing the bill. He stated that proposed amendments could undermine

consideration of state housing requirements and affordability goals in the greenhouse gas target-setting process and expressed concern that CARB could establish targets without sufficient public review. Mr. Rodriguez acknowledged SCAG staff's collaboration with stakeholders throughout the process but urged SCAG to pause its support for the legislation until the proposed amendments were further addressed.

Following public comment, Mr. Francisco Barajas, the Legislative Affairs Supervisor, presented an update on SB 1087, SCAG's sponsored legislation to modernize the Sustainable Communities Strategy process established under SB 375. He explained that while SB 375 improved coordination among transportation, housing, and land use planning, the process has become increasingly resource-intensive and less effective over time. He noted that SCAG's most recent SCS took more than four years and significant financial resources to complete, followed by an additional 309-day CARB review process that did not result in any substantive changes to the adopted plan.

Mr. Barajas reported that SCAG and the state's four largest metropolitan planning organizations had worked collaboratively with a broad coalition of stakeholders to develop SB 1087. He stated that the bill would extend the SCS cycle from four years to eight years, allowing regions to focus more on implementation activities and project delivery. The bill would also establish a mid-cycle implementation progress report, increase transparency in CARB's greenhouse gas reduction target-setting process through stakeholder consultation and public engagement requirements, and impose a 60-day timeline for CARB's review of submitted SCS documents.

Mr. Barajas further explained that the bill would add a 2045 greenhouse gas reduction target while preserving key provisions negotiated with stakeholders, including retention of the eight-year cycle and the exclusion of new references to vehicle miles traveled (VMT). He reported that the bill had advanced from the Assembly Appropriations Committee and remained under discussion with the Governor's Office, Legislature, and stakeholders, including the BIA, as SCAG continued advocating for provisions that emphasize implementation, balanced state policy objectives, and greater transparency in the target-setting process.

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

Sup. Donald Wagner expressed concern that proposed late-session amendments could substantially change the legislation and reduce its effectiveness in addressing housing and planning challenges. He suggested that SCAG consider withdrawing its sponsorship and allowing additional time for stakeholders to revisit the bill during the next legislative session. In response to questions, staff explained that withdrawal of SCAG's sponsorship would not necessarily stop the bill but would send a message regarding concerns with the current direction of negotiations.

Hon. Wendy Bucknum asked whether SCAG had a process to reevaluate its position if pending amendments materially changed the bill. Mr. Chidsey explained that SCAG retained the ability to modify its position if negotiations produced provisions inconsistent with the agency's legislative objectives. Staff noted that the Executive Committee could be convened if necessary and that SCAG

leadership maintained flexibility to respond quickly as the legislative process continued. Mr. Chidsey emphasized that staff remained actively engaged in negotiations and believed the bill, as currently drafted, would improve the existing process through increased transparency, implementation focus, and greater certainty in CARB review timelines.

Hon. Jan Harnik expressed support for maintaining sponsorship, noting that the bill represented a significant step toward modernizing SB 375 and increasing transparency, stakeholder engagement, and implementation opportunities. She stated that while the bill was the result of compromise, it advanced important reforms and could serve as a foundation for future improvements.

Hon. Jenny Crosswhite sought clarification regarding concerns that the bill granted new authority to CARB and asked about the implications of delaying the legislation until a future year. Mr. Barajas clarified that the bill did not create new CARB authority and stated that enactment would provide immediate benefits to SCAG's upcoming Sustainable Communities Strategy planning cycle through improved timelines and procedural requirements.

Hon. John Dutrey requested clarification regarding SCAG's ability to change its position if future amendments proved unacceptable. Staff reiterated that procedures were in place to allow SCAG leadership and the Executive Committee to act quickly if necessary.

Hon. Gary Gardner acknowledged concerns raised by stakeholder groups but stated that, given SCAG's leadership role in developing the bill and the ongoing negotiations, he believed it was premature to withdraw support. He expressed confidence that staff would reassess the bill if future amendments conflicted with SCAG's goals.

Hon. Ray Marquez asked staff to describe stakeholder outreach efforts related to SB 1087. Mr. Barajas reported that SCAG had engaged extensively with state and regional stakeholders, including the California Building Industry Association and Southern California building industry representatives, through working groups, workshops, and direct meetings. He noted that most stakeholder concerns had been addressed through negotiated amendments, and that staff remained actively engaged in discussions to resolve outstanding issues as the bill continued through the legislative process.

Mr. Barajas addressed concerns by the BIASC directly, noting that the basis for their opposition to the bill after already having secured ten amendments, many of which were substantive, was the removal of the Administrative Procedures Act (APA) requirements by the Governor's office, which are not currently in statute and were only added – with SCAG support – in Assembly Transportation at the end of June. He noted the reason for the opposition was that the BIA believes the APA would give it additional remedies, including legal avenues to challenge decisions, which it does not currently have. While SCAG supported them, the Governor's office ultimately removed the APA as a non-negotiable, citing timing and cost issues. In exchange, however, SCAG and the other bill sponsors were able to secure several unprecedented public participation and transparency measures that would significantly strengthen the process and provide meaningful opportunities for public input and accountability.

Following the discussion on SB 1087, Mr. David Angel, Senior Legislative Affairs Analyst, provided an update on AB 2002, SCAG's sponsored legislation to codify the Regional Early Action Planning (REAP 1.0) program. He reported that the bill was held in the Senate Appropriations Committee suspense file and would not advance during the current legislative session. Despite the outcome, he noted that the measure had received support from more than 30 organizations, including local governments, regional agencies, and statewide associations. Mr. Angel noted that the effort helped raise awareness among legislators and state officials regarding the role of regional planning agencies in housing production and RHNA implementation, while strengthening partnerships with coalition members and local jurisdictions. He added that SCAG would continue exploring funding opportunities to support ongoing 7th Cycle RHNA implementation efforts and would pursue future opportunities to advance REAP 1.0 codification and related funding initiatives in upcoming legislative sessions.

Mr. Darin Chidsey, Chief Operating Officer, acknowledged former LCMC Chair and Assemblymember José Luis Solache for his leadership in advancing the bill through the legislative process and commended SCAG staff for their advocacy efforts. He emphasized that AB 2002 highlighted the need for the State to provide resources to help local jurisdictions implement housing policies and RHNA requirements. Although the bill did not advance, Mr. Chidsey stated that SCAG remained committed to pursuing both future funding opportunities and renewed legislative efforts to codify the REAP program, noting strong interest among local governments and policymakers in continuing the initiative during the next legislative session.

7. August 2026 Legislative Advocacy Update

There were no public comments for Item No. 7.

Mr. David Angel, Senior Legislative Affairs Analyst, reported that a detailed legislative advocacy update was included in the staff report. In the interest of time, he did not provide a verbal presentation and instead offered to answer any questions from committee members regarding the report.

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

There were no comments for Item No. 7.

CHAIR UPDATE

None.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Javiera Cartagena, Chief Government and Public Affairs Officer, highlighted the upcoming mobile workshop in the Inland Empire and indicated that additional information would be distributed to

committee members via email. Ms. Cartagena thanked committee members for their participation and engagement during the meeting and concluded her remarks.

FUTURE AGENDA ITEMS

Hon. Gary Gardner raised concerns regarding the increasing use of artificial intelligence to generate broad and potentially burdensome Public Records Act requests. He cited a recent example in the City of Desert Hot Springs, where numerous AI-generated requests had created significant administrative challenges for staff. Mr. Gardner noted that similar issues were emerging nationwide and suggested that the committee monitor legislation by Assemblymember Pacheco addressing potential abuses of the Public Records Act. He recommended that the issue be considered for future discussion, emphasizing the need to balance government transparency with the operational impacts of excessive or overly broad requests. Chair Finlay thanked Mr. Gardner for raising the issue and noted that staff could review the matter for possible future consideration.

ANNOUNCEMENTS

None.

ADJOURNMENT

There being no further business, Chair Finlay adjourned the Legislative/Communications and Membership Committee meeting at 10:00 a.m.

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

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Legislative / Communications and Membership Committee

2026-2027																	Total Mtgs Attended YTD	
MEMBERS		Representing	MAY	JUN	JUL (Dark)	AUG	SEP	OCT	NOV	DEC (Dark)	JAN	FEB	MAR	APR	MAY			
1	Allen, Cindy	Long Beach, RC District 30	1	0	D	1				D						2		
2	Balius, Ryan	Anaheim, RC District 19	1	1		1											3	
3	Bucknum, Wendy	Mission Viejo, RC District 13	1	1		1											3	
4	Cabrera, Ulises	Moreno Valley, RC District 69	0	0		1											1	
5	Crosswhite, Jenny	Santa Paula, RC District 47	1	1		1						D						3
6	Dutrey, John	Montclair, RC District 9	1	1		1												3
7	Gardner, Gary	Desert Hot Springs, RC District 2	1	1		1												3
8	Goodsell, Mike	ICTC	1	1		1												3
9	Finlay, Margaret (Chair)	Duarte, RC District 35	1	1		1												3
10	Hagman, Curt	San Bernardino County	0	1		0												1
11	Harnik, Jan C. (Vice Chair)	RCTC	1	1	1											3		
12	Hernandez, Laura	Port Hueneme, RC District 45	1	1	A	0				A							2	
13	Lock Dawson, Patricia	Riverside, RC District 68	1	1		1												3
14	Marquez, Ray	Chino Hills, RC District 10	1	1		1												3
15	Rebollar, Gil	Brawley, RC District 1	0	0	R	0				R						0		
16	Saro, Suely	Long Beach, RC District 29	1	0		1											2	
17	Shapiro, David J.	Calabasas, RC District 44	1	1	K	1				K						3		
18	Wagner, Donald P.	Orange County	1	0		1											2	
19	Wapner, Alan	SBCTA	1	1		0											2	
20	Waronek, Mark	Lomita, RC District 39	1	1		1											3	
21	Wong, Thomas	Monterey Park, District 34	1	1		1											3	
22	Yokoyama, Frank	Cerritos, RC District 23	1	1		1											3	



AGENDA ITEM 2

REPORT

Southern California Association of Governments
September 15, 2026

To: LCMC - Legislative/Communications and Membership Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Kome Ajise

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:

Approve up to \$35,000 for memberships with 1) Los Angeles Cleantech Incubator (LACI) Transportation Electrification Partnership (TEP) (\$25,000) and 2) Automated, Connected, Electric, Shared (ACES) Mobility Coalition (\$10,000).

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$35,000 for memberships with 1) Los Angeles Cleantech Incubator (LACI) Transportation Electrification Partnership (TEP) (\$25,000) and 2) Automated, Connected, Electric, Shared (ACES) Mobility Coalition (\$10,000).

BACKGROUND:

Item 1: Los Angeles Cleantech Incubator (LACI) Transportation Electrification Partnership (TEP)
Type: Membership **Amount:** \$25,000

Established in 2018, LACI's Transportation Electrification Partnership (TEP) is a multi-year, multi-sectoral partnership convened by LACI and focused on accelerating transportation electrification in the greater Los Angeles region by 2028, when the world turns its attention to the LA region as the host of the Olympic and Paralympic Games. The Partnership's 25+ members represent a range of stakeholders including local, regional and state government, regulators, utilities, industry leaders, labor organizations and startups.

LACI's TEP has published three annual editions of the [Zero Emissions 2028 Roadmap](#), each identifying progress and ambitious pathways for achievable targets for the principal goal of reducing GHGs and air pollution in Los Angeles County by 2028, including:

- 30% of light-duty vehicles on the road and 80% of vehicle sales to be electric, with 129,000 public and workplace chargers to support these vehicles,
- 20% of single occupancy vehicle trips shifted to zero emission public and active transportation,
- 60% of all medium-duty delivery vehicles to be electric, 40% of drayage trucks to be zero emission, and up to 95,000 charging stations deployed to support goods movement.

TEP's regional goals and targets—some of the most ambitious in the nation—have informed and shaped today's policy, funding, and regulatory landscapes. TEP has demonstrated political will while directly and indirectly influencing critical state and federal policies and investments to advance equitable EV deployment.

Transportation Electrification Partnership members include:

- Leadership Group: LACI, County of Los Angeles, City of Los Angeles, CARB, CEC, LADWP, LA Metro, Southern California Edison, LAUSD
- Advisory Group Founding Partners: Audi of America, BMW Group, Wells Fargo, PCS Energy, Mercedes-Benz High Power Charging
- Advisory Group Associate Partners: Port of Los Angeles, Rivian, Uber, Voltera, Waymo, Prologis Mobility
- Advisory Group Supporting Partners: Highland Electric Fleets, Volkswagen ADMT LLC, Burbank Water & Power, Clean Power Alliance, Culver City, Inglewood, InCharge Energy, International Brotherhood of Electrical Workers, National Electrical Contractors Association, Metrolink, Pasadena Water & Power, and Santa Monica.

LACI's TEP offers members a unique opportunity to collaborate with public agencies, utilities, transportation providers, technology companies, labor organizations, and other stakeholders working to advance transportation electrification throughout Southern California. Through regular convenings, working groups, and regional initiatives, members help identify shared challenges, develop solutions, and shape strategies that support the deployment of zero-emission transportation technologies across the region.

Membership also provides access to industry insights, data, policy discussions, pilot projects, and emerging transportation technologies. Partners can participate in discussions related to transportation electrification, charging infrastructure, goods movement, shared mobility, workforce development, and other priorities identified through the Zero Emissions 2028 Roadmap. In addition, members have opportunities to coordinate on funding, planning, and policy development efforts at the state, regional, and local levels.

Specific benefits available to TEP members include:

- Participation in monthly TEP Leadership Group and Advisory Group meetings, Road to 2028 convenings, and regional summits.
- Participation in TEP working groups focused on light-duty vehicles, mode shift, and goods movement.
- Opportunities to help shape regional priorities, initiatives, and implementation strategies related to transportation electrification.
- Access to pilot project discussions, technology deployment opportunities, and transportation innovation initiatives.
- Collaboration with public and private sector partners on policy development, funding opportunities, and workforce development efforts.
- Recognition as a TEP partner through LACI and TEP communications, materials, and events.

Staff recommends participation in LACI's Transportation Electrification Partnership, as membership would provide SCAG with valuable opportunities to collaborate with regional leaders, stay informed on emerging transportation electrification policies and funding opportunities, and help shape strategies that support Southern California's mobility, air quality, and climate goals in advance of the 2028 Olympic and Paralympic Games.

Item 2: Automated, Connected, Electric, Shared (ACES) Mobility Coalition

Type: Membership **Amount:** \$10,000

The ACES Mobility Coalition is a national, public sector-led alliance focused on advancing the integration of Automated, Connected, Electric, and Shared (ACES) mobility technologies into public transportation systems. The Coalition brings together government agencies, transit operators, mobility providers, technology companies, and academic institutions to support the safe, equitable, and scalable deployment of shared autonomous mobility solutions throughout the United States.

As momentum continues to build around autonomous transportation technologies, the Coalition has emerged as a leading voice in shared autonomous mobility policy, advocacy, regulation, and deployment. ACES works to help public agencies prepare for the future of transportation by bringing together stakeholders from across the mobility ecosystem to address challenges and opportunities associated with emerging transportation technologies.

The Coalition's mission is to accelerate the adoption of shared autonomous mobility solutions that reduce single-occupancy vehicle trips, lower emissions, improve safety outcomes, and expand mobility options for underserved communities. To achieve these goals, ACES focuses on several core priorities, including:

- Serving as a leading advocate for shared autonomous mobility.
 - Educating policymakers, regulators, and the public on emerging mobility technologies.
-

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- Supporting research and policy development related to autonomous transportation.
 - Influencing regulations that enable safe and scalable deployment.
 - Advancing legislation that integrates ACES technologies into future public transportation systems.

As a Public Sector Member, SCAG would receive access to a variety of benefits designed to support regional transportation planning and innovation, including:

- Opportunities to connect with public agencies, transit operators, mobility providers, technology developers, and research institutions through Coalition committees and networking activities.
- Access to industry information, trends, deployment updates, workforce developments, and policy insights related to autonomous and shared mobility.
- Participation in policy development, advocacy efforts, and legislative engagement activities focused on enabling the safe deployment of ACES technologies.
- Opportunities to contribute to white papers, policy recommendations, events, and thought leadership initiatives shaping national transportation discussions.
- Opportunities to help influence practical policy, funding, and deployment strategies that support autonomous transportation and first- and last-mile mobility solutions.
- Engagement with national stakeholders working to reduce congestion, improve safety, lower emissions, and expand mobility access.

Staff recommends participation in the ACES Mobility Coalition, as membership would provide SCAG with valuable opportunities to stay informed on emerging transportation technologies, engage in federal and state policy discussions, and help shape the development and deployment of shared autonomous mobility solutions that support regional transportation planning, accessibility, sustainability, and mobility goals.

FISCAL IMPACT:

\$35,000 cost for memberships in the Los Angeles Cleantech Incubator (LACI) Transportation Electrification Partnership (TEP) and the Automated, Connected, Electric, Shared (ACES) Mobility Coalition is funded through a Department of Energy grant and programmed in FY 27 OWP Amendment No. 1.



AGENDA ITEM 3

REPORT

Southern California Association of Governments
September 15, 2026

To: LCMC - Legislative/Communications and Membership Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Kome Ajise

Subject: Legislative Tracking Report

RECOMMENDED ACTION:

Receive and file.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

SCAG's Legislative Tracking Report serves as a resource for the Committee to remain informed on bills moving through the legislative process in Sacramento. The report tracks measures with a nexus to the Regional Council's adopted 2025-26 State and Federal Legislative Platform and provides updates on legislation that could impact the SCAG region and its member jurisdictions.

The California Legislature concluded the 2025-26 legislative session on August 31 and has now entered Final Recess. Following final floor votes, bills approved by both the Assembly and Senate were transmitted to Governor Newsom for consideration. The Governor has until September 30, 2026, to sign or veto legislation passed during the session. The Legislature's adjournment also marked the end of the two-year legislative cycle, meaning measures that failed to advance this year must be reintroduced next year to be reconsidered.

In the final days of session, the Legislature declined to advance significant portions of Governor Newsom's proposed wildfire resilience and funding package before adjournment. As a result, discussions regarding wildfire prevention, recovery, and long-term resilience investments are expected to continue this fall. Observers have indicated that the Governor may consider calling a

special legislative session to address outstanding wildfire-related proposals and funding priorities. Staff will continue monitoring gubernatorial action on legislation of interest to the SCAG region and provide updates on significant bill signings, vetoes, and any special session developments.

SCAG's state bill tracking document and SCAG Position Bills Tracker can be found at <https://scag.ca.gov/legislation>, under the "Legislative Tracking" and "Bill Position Tracker" tabs. Staff regularly updates both resources to provide information on legislation, bill status, Regional Council positions, and advocacy activities relevant to the SCAG region and its member jurisdictions.

Staff will continue to provide updates on legislative activity, key deadlines, and significant policy developments relevant to the SCAG region. The table below highlights important legislative deadlines and milestones within the state legislative process:

Date	Deadline
August 31, 2026	Final Recess begins upon adjournment
September 30, 2026	Last day for Governor to sign or veto bills
October 2, 2026	Bills enacted on or before this date take effect January 1, 2027
December 7, 2026	2027-28 Regular Session convenes

FISCAL IMPACT:

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

ATTACHMENT(S):

1. 2026 SCAG Bill Position Tracker
2. All SCAG Tracked CA Bills

Bill Number	Position/RC Action	Topic	Summary	Status
2025 LEGISLATIVE SESSION BILLS				
SB 71 (Wiener)	Support - 3/6/25	CEQA Exemptions for Environmental Leadership Transit Projects	This bill would extend the CEQA exemptions implemented by SB 922 until January 2040 and expand the exemptions to include microtransit, shuttles, ferries, and locomotives. It also extends the streamlined review process by one year, until January 2027, for Environmental Leadership Transit Projects.	Signed by Governor.
SB 233 (Seyarto)	Support - 3/6/25	RHNA Determination Consultation	This bill would require HCD to meet with COGs regarding the regional housing need methodology at least 38 months prior to the scheduled revision of the housing element.	Signed by Governor.
SB 239 (Arreguín)	Support - 3/6/25	Brown Act Modernization	This bill would allow a subsidiary body of a local agency to teleconference its meetings without having to notice and make each teleconference location publicly accessible or have at least a quorum participate from locations within the agency's boundaries until January 2030.	Signed by Governor through SB 707 (Durazo).
SB 360 (Rubio, S.)	Support – 5/1/25	Land Conservation: San Bernardino County	This bill would authorize San Bernardino County to use revenues from the sale or exchange of lands acquired with Proposition 70 (1988) funding for improvements to any lands within the Chino Agricultural Preserve that the County owns.	Died.

Bill Number	Position/RC Action	Topic	Summary	Status
SB 607 (Wiener)	Support - 6/05/25	CEQA Exemptions for Infill Projects	This bill previously made various CEQA reforms to narrow and standardize review scope, expand urban infill exemptions, and exempt rezonings consistent with a housing element. It was gut-and-amended to contain intent language that prohibits CEQA streamlining for the Delta Conveyance Project, in addition to supporting general CEQA reform.	Included in SB 131 (Housing Budget Trailer Bill II) and signed into law by Governor Newsom on 6/30/25.
SB 681 (Wahab)	Oppose - 6/05/25	Housing and COG revisions to RHNA	This bill requires COGs to develop a revised methodology in consultation with HCD, bypassing SCAG's comprehensive public outreach process used to develop the RHNA distribution methodology, among various other changes.	Included in AB 130 (Housing Budget Trailer Bill I) and signed into law by Governor Newsom on 6/30/25.
SB 752 (Richardson)	Support – 5/1/25	Tax Exemptions for ZEBs	This bill would extend the partial sales and use tax exemption for the purchase of ZEBs for public use until January 1, 2028.	Died.
AB 226 (Calderon & Alvarez)	Support - 3/6/25	FAIR Plan	This bill would authorize the California FAIR Plan Association to request the IBank issue catastrophe bonds to help finance insurance claims costs, increasing the FAIR Plan's claims-paying capacity.	Signed by Governor.
AB 239 (Harabedian)	Support – 5/1/25	LA County Disaster Housing Task Force	This bill would require HCD and OES jointly to convene a housing task force with FEMA to coordinate and streamline efforts with local governments to rebuild housing in communities impacted by the wildfires.	Vetoed by Governor.
AB 259 (Rubio, B.)	Support - 3/6/25	Brown Act Modernization.	This bill would extend the Brown Act exemptions provided by AB 2449 until January 2030. These exemptions allowed members of a local agency, with just cause, to use teleconferencing without identifying each teleconference location in the notice and agenda of the meeting and without	Signed by Governor through SB 707.

Bill Number	Position/RC Action	Topic	Summary	Status
			making each teleconference location accessible to the public.	
AB 334 (Petrie-Norris)	Support – 5/1/25	National Interoperability of Toll Facilities	This bill would support the national interoperability of toll facilities by authorizing toll agencies in California to share specified categories of customer data with out-of-state operators.	Died.
AB 609 (Wicks)	Support - 6/05/25	CEQA Exemptions: Housing Development	This bill would exempt infill housing projects from CEQA if they comply with local standards, are located on an infill site, or sensitive/hazardous sites.	Included in AB 130 (Housing Budget Trailer Bill I) and signed into law by Governor Newsom on 6/30/25.
AB 650 (Papan)	Support - 6/05/25	RHNA Reform	This bill would extend various RHNA and housing element timelines for HCD, COGs, and local jurisdictions. It would also require HCD to provide more precise feedback and justification for a Housing Element that HCD determines is not substantially compliant.	Vetoed by Governor.
AB 736 (Wicks)/SB 417 (Cabaldon)	Support - 6/05/25	Affordable Housing Bond Act	Will place a bond measure on the 06/26 ballot to provide \$10 billion to CA's affordable housing programs. Funding affordable rental housing for lower-income families, homeownership opportunities, and supportive housing.	AB 736: Passed Sen. Approps. 5-0. Ordered to third reading . SB 417: Passed Asm. Approps. 12-3. Ordered to third reading.
AB 888 (Calderon)	Support – 5/1/25	California Safe Homes Grant Program	This bill would establish the California Safe Homes grant program, which would be funded by appropriation from the Legislature to provide grants for home hardening and communitywide mitigation for individuals and local governments.	Signed by Governor.
AB 891 (Zbur)	Support – 5/1/25	Quick-Build Project Pilot Program	This bill would establish the Quick-Build Project Pilot Program and require Caltrans to fund and	Died.

Bill Number	Position/RC Action	Topic	Summary	Status
			implement six improvements under it by December 2028.	
AB 1007 (Rubio, B.)	Support - 6/05/25	Permit Streamlining Act Reform	This bill would expedite housing project approvals by requiring responsible agencies to act within 45 days of lead agency approval or application completion for residential and mixed-use developments.	Signed by Governor.
AB 1131 (Ta)	Support – 5/1/25	Congregate Care Housing Units RHNA Credits	This bill would allow jurisdictions to include the number of approved congregate care housing units in their APRs to HCD and apply for credits for these units to be included in their RHNA to satisfy up to 15 percent of a jurisdiction's allocation for any income category.	Died: Reintroduced as AB 1567 (See 2026 Bills)
AB 1244 (Wicks)	Watch - 6/05/25	VMT Mitigation Fee	This bill would establish a statewide mitigation fund for transit-oriented housing, which will pool developer contributions to support infill projects through the existing TOD Implementation fund under HCD.	Included in AB 130 (Housing Budget Trailer Bill I) and signed into law by Governor Newsom on 6/30/25.
AB 1275 (Elhawary)	Watch - 6/05/25	Regional Housing and RTP	This bill would align RHNA and SCS timelines by requiring HCD to provide COGs with a final RHND one year early and COGs to delegate subregions to consider including SCS development patterns in the RHNA distribution methodology.	Signed by Governor.
AB 1276 (Carrillo)	Support - 6/05/25	Housing Developments: Ordinances, Policies, and Standards	This bill would extend existing requirements on cities and counties to state and regional agencies, helping ensure housing projects aren't subject to regulatory changes at the state and regional agency level after a preliminary application is submitted.	Died.

Bill Number	Position/RC Action	Topic	Summary	Status
AB 735 (Carrillo) & SB 415 (Gómez Reyes)	Oppose - 6/05/25	AB 98 Reform	This bill would clarify various aspects and amend AB 98 (Carrillo & Reyes, 2024). These changes include extending the Circulation Element update deadline, except for some SCAG jurisdictions and authorizes the AG to fine noncompliant jurisdictions not making a “good faith” effort to meet that requirement, among various other changes.	AB 735: Passed Asm. Floor 61-4. Ordered to inactive file by the author as SB 415 became the main bill. SB 415: Signed by Governor.
2026 LEGISLATIVE SESSION BILLS				
AB 2002 (Solache)	Sponsor – 3/5/26	Regional Early Action Planning (REAP 1.0)	AB 2002 would establish a new Regional Early Action Planning (REAP) Fund in the State Treasury to provide state funding for councils of governments, regional entities, and local jurisdictions to support housing planning and implementation associated with the 7th and future Regional Housing Needs Assessment (RHNA) cycles.	Died
SB 1087 (Cabaldon)	Sponsor - 3/5/26	Sustainable Communities Strategies Modernization	SB 1087 would modernize the Sustainable Communities Strategies framework established under SB 375 by updating regional planning requirements to better reflect current transportation, housing, and climate realities, including a greater focus on project implementation, improved alignment with evolving state goals, and increased transparency in the greenhouse gas target-setting process.	Passed Senate and Assembly Floor. Ordered to engrossing and enrolling. Awaiting Governor action.
AB 1855 (Jeff Gonzalez)	Support - 3/27/26	Passenger Rail CEQA Exemption	AB 1855 would expand an existing California Environmental Quality Act (CEQA) exemption for passenger rail projects by removing the requirement that projects be exclusively	Died.

Bill Number	Position/RC Action	Topic	Summary	Status
			operated by zero-emission or Tier 4 rolling stock and by narrowing the right-of-way condition to apply only to the mainline rail component. The bill also allows certain projects in nonattainment air basins to qualify for the exemption if they establish new passenger rail service along highway corridors, broadening eligibility to facilitate the expansion of rail service infrastructure.	
SB 1411 (Stern)	Support - 5/7/26	High-Speed Rail Cap Removal	SB 1411 would provide the California High-Speed Rail Authority with greater flexibility to use Greenhouse Gas Reduction Fund revenues by removing the current funding cap for activities outside of the Merced-to-Bakersfield segment, allowing investments in early works and partnership-based projects so long as they improve project efficiency and do not delay completion of the initial operating segment.	Died.
AB 2059 (Wilson)	Support - 5/7/26	VMT Mitigation: Rural Counties	AB 2059 would provide relief from California Environmental Quality Act (CEQA) vehicle miles traveled (VMT) mitigation requirements by establishing a presumption that certain transportation projects in non-metropolitan counties have a less-than-significant transportation impact, streamlining project delivery in rural areas.	Passed Senate and Assembly Floor. Ordered to engrossing and enrolling. Awaiting Governor action.
AB 1903 (Wicks)	Support - 5/7/26	Construction Defects: Condominium and Townhomes	AB 1903 would revise California's residential construction defect framework by establishing an optional certified building process and updating pre-litigation requirements, evidentiary standards, and homeowner association procedures to encourage earlier inspection and	Died.

Bill Number	Position/RC Action	Topic	Summary	Status
			repair, increase transparency, and reduce reliance on litigation in housing development.	
AB 1567 (Ta)	Support - 5/7/26	RHNA Credits: Senior Housing	AB 1567 would allow jurisdictions, beginning with the 7th housing element cycle, to count approved congregate housing and residential care facilities for the elderly toward up to 15 percent of their Regional Housing Needs Allocation across income categories, improving how these housing types are recognized in annual housing reporting.	Passed Senate and Assembly Floor. Ordered to engrossing and enrolling. Awaiting Governor action.
AB 2576 (Harabedian)	Support - 5/7/26	Historic Resource Designation	AB 2576 would refine California's transit-oriented development (TOD) framework by clarifying the treatment of certain pre-2025 historic resources, allowing eligible sites to be excluded from TOD density requirements while maintaining existing limits on overall exclusions within TOD zones.	Passed Senate and Assembly Floor. Ordered to engrossing and enrolling. Awaiting Governor action.
AB 1623 (Davies)	Support - 5/7/26	RHNA Credits: Student Housing	AB 1623 would require certain qualifying student housing units to be counted toward a jurisdiction's lower-income Regional Housing Needs Allocation and included in annual housing reports, improving how student housing is recognized in regional housing planning and tracking.	Died.
SB 1414 (Reyes)	Oppose - 7/2/26	County of San Bernardino: Citizens Redistricting Committee	SB 1414 would create a 14-member commission responsible for redrawing supervisorial district boundaries in the year following each federal decennial census and require the County Board of Supervisors to provide funding, staffing, and access to redistricting data and mapping software to support the commission's work.	Passed Senate and Assembly Floor. Ordered to engrossing and enrolling. Awaiting Governor action.
SB 866 (Blakespear)	Oppose - 7/2/26	Housing Element: Unhoused Population	SB 866 would require local governments that do not receive funding from the Homeless Housing, Assistance, and Prevention (HHAP) program to	Died.

Bill Number	Position/RC Action	Topic	Summary	Status
			expand the scope of data and analysis included in the homelessness program of their housing elements.	
SB 2296 (Papan)	Support – 7/2/26	housing element deadlines	This bill, except with respect to the 7th housing element cycle for councils of governments with a housing element revision due date during the calendar year 2027, 2028, or 2029, would instead require that the above-described methodology be developed at least 21/2 years before a scheduled revision of the housing element, and that the distribution of the draft allocation plan be made at least 2 years before a scheduled revision of the housing element, respectively.	Passed Senate and Assembly Floor. Ordered to engrossing and enrolling. Awaiting Governor action.
SB 675 (Padilla)	Oppose – 9/2/26	Imperial County Air Pollution Control District	This bill restructures the governing board of the Imperial County Air Pollution Control District (district) from the five-member county board of supervisors to an 11-member board consisting of one county, five city, and four public members.	Passed Senate and Assembly Floor. Ordered to engrossing and enrolling. Awaiting Governor action.
SB 741 (Blakespear)	Support – 9/2/26	Low Carbon Transit Operations Program	This bill clarifies how transit agencies may spend funds received under the Low Carbon Transit Operations Program (LCTOP), repeals the requirement for transit agencies to demonstrate how funds reduce greenhouse gas (GHG) emissions, and generally streamlines the LCTOP program.	Passed Senate and Assembly Floor. Ordered to engrossing and enrolling. Awaiting Governor action.
SB 1167 (Blakespear)	Support – 9/2/26	Vehicles: electric bicycles	This bill revises the definitions of electric bicycles (e-bikes), motor-driven cycles, and mopeds, updates the labeling and disclosure requirements for manufacturers and sellers of these devices, and prohibits noncompliant vehicles from being advertised as e-bikes. This bill additionally establishes new operational and safety requirements and imposes additional reporting	Passed Senate and Assembly Floor. Ordered to engrossing and enrolling. Awaiting Governor action.



Bill Number	Position/RC Action	Topic	Summary	Status
			requirements on law enforcement, among other things.	

All SCAG Active Tracked Bills

9/8/2026

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law authorizes any person adversely affected by any regulation, rules, omission, interpretation, decision, or practice of any state agency respecting the administration of any building standard to appeal the issue for resolution to the California Building Standards Commission. Existing law authorizes any local agency having authority to enforce a state building standard and any person adversely affected by any regulation, rule, omission, interpretation, decision, or practice of that agency respecting that building standard to appeal to the commission, provided that both wish to appeal the issue for resolution to the commission. Existing law authorizes the commission to accept those appeals only if the commission determines that the issues involved in the appeal have statewide significance. This bill would revise and recast those provisions to expand the reasons for which a person can appeal to the commission to include, among other things, a request for approval to use an alternate material. The bill would modify the conditions under which the commission may accept an appeal by removing the requirement that both the local agency and the adversely affected person wish to appeal the issue, and by requiring that certain issues appealed have both statewide significance and that the person seeking the appeal has exhausted all local appeals procedures before appealing to the commission, subject to a certain exception. The bill would require the commission to review those appealed issues with specified stakeholders. (Based on 09/01/2026 text)

[AB 431](#) ([Wilson, D](#)) Advanced Air Mobility Infrastructure Act.

Status: 08/28/2026 - Enrolled and presented to the Governor at 3:30 p.m.

Summary: The State Aeronautics Act governs various matters relative to aviation in the state, and authorizes the Department of Transportation to adopt, administer, and enforce rules and regulations for the administration of the act. This bill, the Advanced Air Mobility Infrastructure Act, would require the department, in coordination with specified agencies, to include advanced air mobility, as defined, in the next update to the California Transportation Plan prepared after January 1, 2027, and to establish a statewide working group to facilitate ongoing collaboration to explore California's role as a leader in the development and implementation of advanced air mobility, as specified. (Based on 08/26/2026 text)

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

Status: 08/24/2026 - Enrolled and presented to the Governor at 4:30 p.m.

Summary: Under the Z'berg-Nejedly Forest Practice Act of 1973, the Legislature finds and declares the policy of the state to encourage prudent and responsible forest management of nonindustrial timberlands by approving working forest management plans in advance. This bill would increase the maximum acreage for nonindustrial tree farmers and nonindustrial management plans to 4,000 acres and for working forest landowners and working forest management plans to 15,000 acres. (Based on 08/19/2026 text)

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

Status: 09/03/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: The California Endangered Species Act prohibits the taking of an endangered, threatened, or candidate species, except as specified. Under the act, the Department of Fish and Wildlife may authorize the take

of listed species by certain entities through permits or memorandums of understanding for specified purposes. The act allows take of an endangered, threatened, or candidate species by permit if, among other things, the impact of the authorized take is fully minimized and mitigated. This bill would also allow the department to authorize by permit the take of a species proposed for listing, as defined, if specified conditions are met. The bill would provide that if a species proposed for listing becomes listed as an endangered, threatened, or candidate species, further authorization or approval shall not be required for a take of that species, if specified conditions are met, including that the species proposed for listing was included as a covered species in a permit previously issued by the department for incidental take and that the incidental take is caused by a renewable electrical generation facility. (Based on 08/30/2026 text)

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law establishes methane emissions reduction goals that include a target to reduce landfill disposal of organics by 75% of the 2014 level of the statewide disposal of organic waste by 2025. Existing law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve the organic waste reduction goals. Existing law authorizes a local jurisdiction to count specified recovered organic waste products towards up to 10% of its recovered organic waste procurement target. This bill would additionally authorize a local jurisdiction to count a beneficial agricultural amendment derived from organic waste that may include biosolids towards up to that 10% of its recovered organic waste procurement target if the material meets the requirements to be deemed to constitute a reduction in landfill disposal, the material is registered or approved for end use as a fertilizing material by the Department of Food and Agriculture, 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 09/01/2026 text)

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing property tax law, pursuant to constitutional authorization, provides for a "welfare exemption" for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Existing law also provides, until January 1, 2027, that property is within the welfare exemption if that property is owned by a community land trust, as defined, otherwise qualifying for the welfare exemption, and specified conditions are met, including that the property is being or will be developed or rehabilitated as housing, as specified. Existing law, however, makes community land trusts liable for property tax for the years for which the property was exempt from taxation if the property was not developed or rehabilitated, or if the development or rehabilitation is not in the course of construction, by January 1, 2027, for property acquired before January 1, 2022, or within 5 years of the lien date following acquisition of the property, for property acquired on and after January 1, 2022. This bill would extend the operation of these provisions until January 1, 2032. (Based on 09/01/2026 text)

AB 685 (Solache, D) Small Business Development Technical Assistance.

Status: 09/04/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law establishes the California Small Business Technical Assistance Program (SB-TAP) within the Office of Small Business Advocate (OSBA), under the direct authority of the Small Business Advocate, for the purpose of assisting small businesses through free or low-cost one-on-one consulting and low-cost training by entering into grant agreements with one or more small business technical assistance centers. Under existing law, OSBA administers the Capital Infusion Program (CIP) pursuant to the SB-TAP, as specified. Existing law sets forth the criteria that an applicant must meet to be eligible to participate in these programs, which can vary depending on whether the applicant is receiving funding from federal or private sources. This bill would revise certain eligibility criteria for the small business technical assistance center grant programs, as specified. The bill would create uniform eligibility requirements for applicants with funding from a nonstate source. The bill would also authorize multiple small business technical assistance centers to apply as a network with a single fiscal agent if their active contracts are under the same funding authority. The bill would also require the OSBA to establish standardized performance metrics, reporting requirements, and outcome measures applicable to all grant recipients participating in the SB-TAP and would require the OSBA to monitor grant recipients during the grant performance period to ensure their compliance with SB-TAP requirements, as provided. The bill would include findings and declarations by the Legislature relating to the administration of the CIP and would require the OSBA to report its findings and actions and aggregate program outcomes to the Legislature. (Based on 09/01/2026 text)

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law authorizes the Department of Housing and Community Development, upon appropriation, to make loans or grants, or both loans and grants, to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of department-funded housing projects that have an affordability restriction that has expired, that have an affordability restriction with a remaining term of less than 10 years, or are otherwise at risk of conversion to market-rate housing. This bill would also authorize the department to make those loans and grants to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of housing projects that qualify as a challenged development, as defined. The bill would require the department to grant priority for these loans and grants to housing projects that are department funded and have an affordability restriction that has expired or have a remaining term of less than 10 years, or are otherwise at risk for conversion, as defined. The bill would authorize the department to establish separate selection and underwriting standards for these projects and projects that are challenged developments. (Based on 09/01/2026 text)

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

Status: 09/03/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law makes the Department of Financial Protection and Innovation responsible for administering various laws relating to financial institutions, including the Banking Law, the California Credit Union Law (CCUL), and the California Residential Mortgage Lending Act (CRMLA), a willful violation of which is punishable as a misdemeanor. The CRMLA requires, as often as the Commissioner of Financial Protection and Innovation deems necessary and appropriate, but at least once every 48 months, the commissioner to examine the affairs of each residential mortgage lender and servicer licensee for compliance with the CRMLA. The CRMLA authorizes the commissioner to examine the licensee's officers, directors, employees, or agents under oath regarding the licensee's operations. The CRMLA requires the commissioner to provide a written statement, the disclosure of which is subject to certain restrictions, of the findings of the examination, issue a copy of that statement to each licensee's principals, officers, or directors, and take appropriate steps to ensure correction of any violations of the CRMLA. This bill, the California Fair Lending Examination Act, would require, under the Banking Law and the CCUL, the commissioner to, at least once every 4 years, examine, as prescribed, the books and records of certain entities subject to the commissioner's examination authority under those laws for compliance with any nondiscrimination law applicable to mortgage lending, as specified, and would require the commissioner to provide a written statement of the findings of that examination, issue a copy of that statement to the subject's principals, officers, or directors, and take appropriate steps to ensure correction of any violations of applicable nondiscrimination laws. (Based on 08/30/2026 text)

AB 864 **(Ward, D) Hazardous waste: solar photovoltaic modules.**

Status: 09/03/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law requires the Department of Toxic Substances Control to adopt regulations for the identification and management of hazardous wastes. Existing law authorizes the department to adopt regulations designating end-of-life photovoltaic modules that are identified as hazardous waste as a universal waste and subject to regulations applicable to universal waste management. Federal regulations identify solid wastes which are subject to regulation as hazardous wastes. Federal regulations exclude from the definition of solid waste for that purpose hazardous secondary material that is generated and then transferred to another person for the purpose of reclamation under specified circumstances. This bill would require the department, on or before July 1, 2028, to convene one or more public workshops for interested parties to comment on the applicability of the above-described federal regulations to hazardous waste streams, including, but not limited to, solar photovoltaic modules, generated in California. The bill would require the department, on or before July 1, 2029, to consider the feedback received and evaluate the applicability of those federal regulations to end-of-life solar photovoltaic modules as an alternative to one or more of the state standards governing hazardous waste and universal waste management. (Based on 08/30/2026 text)

AB 880 **(Bennett, D) State government grants and contracts: payment of claims and grantees' indirect costs.**

Status: 09/03/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: The California Prompt Payment Act requires a state agency that awards a grant or that acquires property or services pursuant to a contract to make timely payments pursuant to the grant or contract. If a state agency or the Controller fails to take certain timely actions and payment is not issued within 45 calendar days from the state agency receipt of an undisputed invoice, the act requires the state agency or the Controller, as applicable, to pay certain penalties. The act provides an exception to certain penalty provisions applicable to services or equipment under the Medi-Cal program if the grant or contract was awarded to a nonprofit organization in an amount less than \$500,000. The act defines the term "grant" to mean a signed final agreement

between any state agency and a local government agency or organization authorized to accept grant funding for victim services or prevention programs administered by any state agency or restoration activities performed by a resource conservation district. The act also defines "nonprofit service organization" to mean a nonprofit entity that is organized to provide services to the public, but the act does not use that term in its provisions. This bill would revise the definition of "grant" to also mean a signed final agreement between a state agency and a nonprofit organization and would delete the \$500,000 exception described above. (Based on 08/30/2026 text)

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law, commonly referred to as 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. Existing 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 housing 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 09/01/2026 text)

AB 1165 (Gipson, D) California Housing Justice Act of 2026.

Status: 09/04/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law establishes the Department of Housing and Community Development in the California Housing and Homelessness 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. Existing law also establishes the Homeless Housing, Assistance, and Prevention Program, administered by the department, 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. This bill would enact the California Housing Justice Act of 2026, which would require the department to create, by August 1, 2030, finance plans to solve homelessness and to solve the housing unaffordability crisis, and related statewide performance metrics. The bill would also require the department to seek public consult in developing those finance plans. (Based on 09/01/2026 text)

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law requires the Commission on Teacher Credentialing to, among other duties, establish standards for the issuance and renewal of credentials, certificates, and permits. Existing law requires the commission to appoint a Committee of Credentials and requires allegations of acts or omissions for which adverse action may be taken against applicants or holders of teaching or services credentials to be reported to the committee. Existing law requires a person applying for a certificated or noncertificated position at a school district, county office of education, charter school, state special school or diagnostic center operated by the State Department of Education, or private school to provide that prospective employer with a complete list of every school district, county office of education, charter school, state special school or diagnostic center operated by the department, and private school that previously employed the applicant. Existing law requires those entities, when considering an applicant for a certificated or noncertificated position, to inquire with each disclosed entity as to whether the applicant, while previously employed by the disclosed entity, was the subject of any credible complaints of, substantiated investigations into, or discipline for, egregious misconduct. Existing law requires the responding entities that have made a report of an employee's egregious misconduct to the commission to disclose this fact to the inquiring entity, and to provide the inquiring entity with a copy of all relevant information within its possession that was reported to the commission, as applied to certificated employees, or used to support a substantiated investigation, as applied to noncertificated employees. This bill would establish that the failure by a certificated employee to provide the above-described employment history constitutes unprofessional conduct and

may subject the person applying for the certificated position to adverse action by the commission. The bill would prohibit the superintendent of a school district or county office of education, or the chief administrator of a charter or private school, from hiring a certificated or noncertificated employee without completing the applicable inquiry for employment history, as described above. (Based on 09/01/2026 text)

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

Status: 08/28/2026 - Enrolled and presented to the Governor at 3:30 p.m.

Summary: The Planning and Zoning Law requires a city or county to adopt a general plan for land use development that includes, among other things, a housing element containing specified information, including an analysis of its special housing, emergency shelter, and supportive housing needs, as defined. Existing law defines the term “target population” for purposes of requirements applicable to the housing element to include certain persons, including persons with low incomes who have one or more disabilities and individuals eligible for specified developmental disability services. This bill, the Unseen and Unheard Housing Act, would provide that the definition of the term “target population” for the purposes of requirements applicable to the housing element, as described above, may include victims of domestic violence, victims of sexual assault, and victims of human trafficking, as specified. (Based on 08/26/2026 text)

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law establishes the State Energy Resources Conservation and Development Commission and vests the commission with various responsibilities with respect to developing and implementing the state's energy policies. Existing law requires the commission to biennially adopt an integrated energy policy report, as specified, and to make the reports accessible to state, local, and federal entities and to the general public. This bill would require the commission to establish a process for the owner or operator of a data center, as defined, to submit specified information to the commission, including, among other information, the data center's location and size, the data center's power usage effectiveness, as defined, and the quantity of fuel consumed by onsite generators or other fuel-based energy systems, as specified. The bill would require the owner or operator of a data center to submit the required information in the manner and timeframe specified by the commission. The bill would require the commission, beginning with the 2029 integrated energy policy report, and in subsequent biennial reports thereafter as determined by the commission, to include an assessment of electrical load trends for data centers, as provided. (Based on 09/01/2026 text)

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

Status: 09/03/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Would require the Department of Transportation to create, on or before June 1, 2027, and with input from transit operators, 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 seating, and unique identifier, and information on whether the transit stop is sheltered, as specified. (Based on 08/30/2026 text)

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

Status: 09/03/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law creates the High-Speed Rail Authority Office of the Inspector General and authorizes the High-Speed Rail Authority Inspector General to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law authorizes the Inspector General to select, appoint, and employ officers and employees necessary to carry out the functions of the office, as specified. This bill would rename the office as the Office of the Inspector General, High-Speed Rail and revise the title of the Inspector General as the Inspector General of the High-Speed Rail. This bill would authorize the Inspector General to adopt and make use of the classifications, associated salary ranges, and other forms of compensation established or otherwise used by other state agencies identified by the Inspector General as performing comparable oversight work, as specified. This bill would authorize the Inspector General to contract for goods and services that the Inspector General deems necessary for the furtherance of the purposes of the office. (Based on 08/30/2026 text)

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

Status: 08/31/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: The Planning and Zoning Law requires a local agency or state agency to compile one or more lists that specify in detail the information required from any applicant for a postentitlement phase permit, as defined. Existing law also establishes time limits for completing reviews regarding whether an application for a postentitlement phase permit is complete and compliant, and whether to approve or deny an application. Existing law requires the time limits to be tolled, if the local agency or state agency requires review of the application by an outside entity, until the outside entity completes the review and returns the application, as specified. This bill would prohibit a local agency or state agency from requiring or requesting more than 2 plan check and specification reviews in connection with an application for a building permit, as part of its review. The bill would authorize a local agency or state agency to deny an application that is not compliant with the permit standards following 2 plan check and specification reviews. The bill would also authorize an applicant to request additional submittals of applications that are not compliant with the permit standards. (Based on 08/27/2026 text)

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

Status: 09/03/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Would require a local agency, political subdivision, or elections official to provide notice to the Secretary of State and the Attorney General immediately, but no later than one calendar day, after becoming aware of any warrant, subpoena, or active law enforcement investigation pertaining to any election records or certified voting technology under their custody or control. The bill would authorize the Secretary of State or the Attorney General to intervene in, or initiate, any court proceedings to challenge a warrant or subpoena on any valid grounds or seek any other appropriate relief. The bill would repeal these provisions on January 1, 2030. By increasing the duties of local elections officials, this bill would create a state-mandated local program. (Based on 08/30/2026 text)

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

Status: 08/27/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: The California Endangered Species Act requires the Fish and Game Commission to establish a list of endangered species and a list of threatened species and to add or remove species from either list if it finds, upon the receipt of sufficient scientific information, as specified, that the action is warranted. The act prohibits the taking of an endangered or threatened species, except under certain circumstances. The violation of the act is a crime. This bill would prohibit the imposition of a civil, administrative, or criminal penalty for a violation of the take prohibition if the defendant used necessary and reasonable force to protect themselves, a member of their family, or any other individual from immediate bodily harm from a species listed pursuant to the act. The bill would require a person who committed a take, or an attempted take, of a species listed pursuant to the act under these circumstances to notify the Department of Fish and Wildlife within 24 hours after the take. (Based on 08/24/2026 text)

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

Status: 08/31/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2033, exempts from its requirements certain actions for affordable housing projects that meet specified requirements, including confirmation by a public agency that, among other things, the project site satisfies specified requirements and a vacant project site does not contain tribal cultural resources that could be affected by the development that were found pursuant to a consultation and the effects of which cannot be mitigated, as provided. This bill would extend the operation of the above-described exemption to January 1, 2037, and would expand the exemption to also include a public university or public college housing project, as defined, that meets specified requirements. Because the bill would extend the operation of the exemption and would increase duties on a lead agency related to the expansion of this exemption, the bill would impose a state-mandated local program. (Based on 08/27/2026 text)

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

Status: 08/28/2026 - Enrolled and presented to the Governor at 3:30 p.m.

Summary: The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. Existing law requires the building department of every city or county to enforce the provisions of the State Housing Law, the State Building Standards Code, and other specified rules and regulations

promulgated pursuant to the State Housing Law pertaining to standards for buildings used for human habitation. Existing law authorizes an officer, employee, or agent of an enforcement agency to enter and inspect any building or premises whenever necessary to secure compliance with, or prevent a violation of, any provision of the State Housing Law, the building standards published in the State Building Standards Code, and other rules and regulations promulgated pursuant to the provisions of the State Housing Law. Existing law provides certain immunities to a public entity or employee immunity relative to an inspection or license, as provided. This bill would require a city, including a charter city, county, or city and county, except as specified, to offer a homeowner or contractor, as described, the option of requesting remote inspections for all or a subset of an inspection required by a building permit for specified works in one- or 2-family dwelling units, by either January 1, 2028, or July 1, 2028, as provided. The bill would authorize these local agencies to adopt reasonable protocols governing the technical conduct of a remote inspection, as specified. The bill would apply the above-described immunities to remote inspections. The bill would authorize these local agencies to temporarily ban the homeowner or contractor from using the remote inspection if a homeowner is found to have willfully misrepresented the work, as provided. (Based on 08/26/2026 text)

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

Status: 08/31/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: The California Coastal Act of 1976 establishes the California Coastal Commission and provides for the planning and regulation of development in the coastal zone, as defined. The act generally requires each local government, as specified, to prepare a local coastal program for certification by the commission, however, the act authorizes any local government to request the commission to prepare the local coastal program for the local government, as provided. The act generally prohibits, after certification of a local coastal program and all implementing actions within the affected area, the commission from exercising its coastal development permit review authority over any new development within the area to which the certified local coastal program, or any portion thereof, applies. This bill would require, on or before January 1, 2029, the City of Santa Monica to submit to the commission a proposed, complete local coastal program for the city's portion of the coastal zone. By creating a new duty for the City of Santa Monica, the bill would impose a state-mandated local program. The bill would require the commission to act within 6 months of receipt of the proposed, complete local coastal program, unless an extension is requested by the city. The bill would also require the commission, within 45 days of receipt of the proposed, complete local coastal program, to provide the city, in writing, a list of identified issues, if any, that require further refinement through suggested modifications for the local coastal program, as provided, and would require the city and the commission to coordinate expeditiously and in good faith to reach agreement on any suggested modifications within 6 months of receipt of the submitted complete proposal. (Based on 08/27/2026 text)

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

Status: 09/03/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: The Planning and Zoning Law contains various provisions requiring a local government that receives an application for certain types of qualified housing developments to review the application under a streamlined, ministerial approval process, depending on the type of housing development, as specified. Existing law, the Subdivision Map Act, vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification thereof. The act generally requires a subdivider to file a tentative map or vesting tentative map with the local agency, as specified, and the local agency, in turn, to approve, conditionally approve, or disapprove the map within a specified time period. Existing law, known as the Starter Home Revitalization Act of 2021, among other things, requires a local agency to ministerially consider, without discretionary review or a hearing, a parcel map or a tentative and final map for a housing development project that meets certain requirements, including that the housing development project on the lot proposed to be subdivided will contain 10 or fewer residential units, except as provided. This bill, the Missing Middle Townhome Ownership Act, would authorize a development proponent to submit an application for a townhome development project that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The bill would also require a local agency to ministerially consider, without discretionary review or a hearing, a tentative and final map for a townhome development project that meets specified requirements, including that the proposed subdivision complies with the requirements established by the bill for ministerial approval of a townhome development project, as described in the preceding sentence, and that the newly created parcels are no smaller than 600 square feet. (Based on 08/30/2026 text)

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

Status: 08/31/2026 - Enrolled and presented to the Governor at 4 p.m.

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 08/27/2026 text)

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program, including guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would, on and after January 1, 2028, instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. (Based on 09/01/2026 text)

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

Status: 09/03/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law, 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. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected need for housing, and requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. This bill, except with respect to the 7th housing element cycle for councils of governments with a housing element revision due date during the calendar year 2027, 2028, or 2029, 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. This bill contains other related provisions and other existing laws. (Based on 08/30/2026 text)

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

Status: 08/25/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated or detachable front lamp and a rear lamp, as specified. The bill would also require sellers and distributors of electric bicycles to disclose specified information at or before the point of sale. (Based on 08/21/2026 text)

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

Status: 08/28/2026 - Enrolled and presented to the Governor at 3:30 p.m.

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 08/26/2026 text)

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

Status: 09/03/2026 - Enrolled and presented to the Governor at 4 p.m.

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 is directly invested in, owns, operates, or manages a private detention facility, or that contracts with the federal government for immigration enforcement purposes, as specified, from receiving any state-provided grant or loan, as specified. The bill would also prohibit a disqualified taxpayer, as defined, from receiving any tax credits, except as provided. The bill would define "disqualified taxpayer" to mean a taxpayer that is directly invested in, owns, operates, or manages a private detention facility, or a taxpayer that contracts with a private detention facility or agency engaging in immigration enforcement, as specified. The bill would not apply these provisions to a provider of health care, as defined, that contracts with a private detention facility or agency engaging in immigration enforcement, as specified. The bill would establish the Due Process for All Fund and would require the Controller to transfer each year from the General Fund to the Due Process for All Fund the amount of tax collected that is attributable to business entities being made ineligible for tax credits by this bill. The bill would make moneys in the fund available upon appropriation by the Legislature for immigration-related services and programs. (Based on 08/30/2026 text)

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

Status: 08/27/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including, among other sites prior to one year following the adoption of the 7th revision of the housing element, a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025. (Based on 08/24/2026 text)

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

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

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

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

Status: 08/31/2026 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Unanimous consent granted to take up without reference to file. Assembly amendments concurred in. (Ayes 30. Noes 1.) Ordered to engrossing and enrolling.

Summary: The Lanterman-Petris-Short Act provides for the involuntary detention and treatment of persons with specified mental health disorders. Under the act, when a person, as a result of a mental health disorder, is a danger to others, or to themselves, or gravely disabled, the person may, upon probable cause, be taken into custody and placed in a facility designated by the county and approved by the State Department of Health Care

Services for up to 72 hours for evaluation and treatment. Existing law authorizes a county behavioral health director to develop procedures for the county's designation and training of professionals who will be designated to perform the above-described provisions. This bill would instead require a county behavioral health director to establish and implement procedures governing the county's designation and training of professionals who will be designated to perform the above-described provisions. (Based on 09/04/2026 text)

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

Status: 08/30/2026 - Enrolled and presented to the Governor at 6 p.m.

Summary: Existing 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. Existing law authorizes the commission to adopt regulations to increase compliance with permitting and inspection requirements for central air-conditioning and heat pumps, and associated sales and installations, consistent with the above-described plan. This bill would establish various requirements and authorizations for the installation of a residential heat pump water heater or heat pump HVAC system, as defined, by, among other things, requiring a city, county, or city and county, beginning July 1, 2027, to adopt and offer asynchronous inspections for installations that do not require a licensed contractor and building inspector to be simultaneously present during the inspection. The bill would additionally require a city, county, or city and county, except as specified, to post specific information online, and on or before July 1, 2028, to implement an online automated permitting process for the installation of a residential heat pump water heater or heat pump HVAC system that issues permits in real time to a licensed contractor that meets certain criteria. (Based on 08/27/2026 text)

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

Status: 09/02/2026 - Enrolled and presented to the Governor at 3 p.m.

Summary: Existing law makes it a crime to willfully threaten to commit a crime that will result in death or great bodily injury to another person, as specified. Under existing law, this crime is punishable as a misdemeanor or by imprisonment in state prison as a felony. Existing law, for the purposes of sentencing for a felony violation of these provisions, authorizes the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of a state constitutional officer, a Member of the Legislature, or a judge or court commissioner, as specified. This bill would additionally authorize the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of an elections official of a city, county, city and county, or public district, or an elected local agency official, as specified. (Based on 08/30/2026 text)

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

Status: 09/02/2026 - Enrolled and presented to the Governor at 3 p.m.

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. Existing law exempts specified projects from CEQA, including a project that consists exclusively of a day care center, as defined, that is not located in a residential area. This bill would exempt from CEQA a project that consists exclusively of a day care center, as defined, that is located in a residential area, 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 08/30/2026 text)

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 2 p.m.

Summary: Under existing law, a regulated public utility is prohibited from using ratepayer funds for advocacy-related activities that are political or do not otherwise benefit ratepayers. Existing law prohibits each electrical corporation or gas corporation from recording to an above-the-line account, or otherwise recovering from ratepayers, direct or indirect costs of specified activities. This bill would include in those activities for which costs may not be recovered from ratepayers any activities related to opposing the municipalization of electrical or gas utility service, as specified. (Based on 08/31/2026 text)

SB 328 **(Grayson, D) California Environmental Quality Act: exempt surplus land.**

Status: 08/30/2026 - Read third time. Urgency clause adopted. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Urgency clause adopted. Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.

Summary: Existing law requires a local agency to declare land either “surplus land” or “exempt surplus land,” as supported by written findings, before the local agency may take any action to dispose of it consistent with an agency’s policies or procedures and defines terms for these purposes. Existing law generally requires a local agency, before disposing or negotiating to dispose of surplus land, to provide a written notice of the availability of the surplus land to specified entities and housing sponsors. Existing law provides that an agency is not required to follow the requirements for the disposal of surplus land for “exempt surplus land.” Existing law defines “exempt surplus land” to include certain types of land, including, surplus land totaling 10 or more acres, consisting of either a single parcel, or 2 or more adjacent or nonadjacent parcels combined for disposition to one or more buyers pursuant to a plan or ordinance adopted by the legislative body of the local agency, or a state statute and certain surplus land that is a former military base, known as the Alameda Naval Air Station, if specified conditions are met. Existing law, the Planning and Zoning Law, requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Office of Land Use and Climate Innovation. This bill would revise the definition of “exempt surplus land” to remove the reference to buyers and instead mean 2 or more adjacent or nonadjacent parcels combined for disposition to one or more persons or entities, as specified. The bill would also exempt surplus land that is a former military base that was conveyed by the federal government to a local agency or a local reuse authority, and that is all or any portion of the Concord Naval Weapons Station, if certain requirements are met. (Based on 09/01/2026 text)

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 2 p.m.

Summary: Existing law requires an individual or small group health care service plan contract or health insurance policy to include, at a minimum, coverage for essential health benefits, as specified. Commencing January 1, 2027, if the United States Department of Health and Human Services approves a new essential health benefits benchmark plan for the state, existing law requires essential health benefits to include an annual hearing exam and one hearing aid per ear every three years. This bill, the Let California Kids Hear Act, would require a large group health care service plan contract or health insurance policy issued, amended, or renewed on or after January 1, 2028, to include coverage for hearing aids, as defined, and related services for enrollees and insureds under 21 years of age, if medically necessary. The bill would authorize a large group health care service plan contract or health insurance policy to limit the dollar coverage for each individual hearing aid device to \$3,000, as specified. Because a willful violation of these requirements by a health care service plan would be a crime, the bill would impose a state-mandated local program. (Based on 08/31/2026 text)

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

Status: 08/30/2026 - Assembly amendments concurred in. (Ayes 30. Noes 9.) Ordered to engrossing and enrolling.

Summary: The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. Existing law requires the housing element to include, among other things, an inventory of land suitable and available for residential development, an analysis of the relationship of zoning and public facilities and services to these sites, and an analysis of the relationship of the sites identified in the land inventory to the jurisdiction’s duty to affirmatively further fair housing. Existing law requires a city or county, based on that inventory of land, to determine whether each site in the inventory can accommodate the development of some portion of its share of the regional housing need by income level during the planning period, as provided. Existing law requires the inventory of land to include, among other things, a description of the existing use of the property for nonvacant sites. For the nonvacant sites, existing law requires the city or county to specify the additional development potential for each site within the planning period. Existing law requires a city or county to rezone sites according to a specified program if the inventory of sites suitable and available for residential development does not identify adequate sites to accommodate the need for groups of all household income levels. This bill would require, on or before July 1, 2028, the Department of Housing and Community Development to promulgate or approve one or more formulas and associated user interfaces or other tools that allow for the determination of specified information, including, among other things, the realistic capacity of housing element inventory sites, as specified. The bill would authorize the above-described analysis and determinations by a city or county related to sites in the inventory of land suitable and available for

residential development to rely on the formula promulgated or approved by the department. (Based on 09/01/2026 text)

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 2 p.m.

Summary: Existing law provides for the establishment of air pollution control districts and air quality management districts and prescribes the membership of the governing boards of air pollution control districts and air quality management districts. Those governing boards comprise combinations of mayors, city council members, and county supervisors, selected as prescribed, except for the governing board of the San Diego County Air Pollution Control District, which has a differently prescribed membership and certain specified duties. This bill would, as of July 1, 2027, prescribe the membership of the governing board of the Imperial County Air Pollution Control District (air district) and prescribe many of those same duties as are required for the San Diego County Air Pollution Control District. In particular, the bill would require the air district to appoint a specified liaison to consult with the United States Navy and the United States Marine Corps, as specified, and create and maintain an internet website providing access to specified information, including, among other information, the agendas and minutes of the governing board of the air district and all current and pending permit information and settled enforcement actions. The bill would require the district, in establishing the internet website, to establish a process for permit holders that have sensitive operations to request that physical identifying information be redacted from the publicly posted information. (Based on 08/31/2026 text)

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

Status: 08/30/2026 - Assembly amendments concurred in. (Ayes 31. Noes 0.) Ordered to engrossing and enrolling.

Summary: The Joint Exercise of Powers Act authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Existing law, for the purposes of that act, defines the term "public agency" to include various federal, state, local, and tribal entities. Existing law requires approval by the Department of General Services of certain joint powers agreements that include the state as a member, as provided. Existing law authorizes a joint powers authority to issue revenue bonds to pay the costs and expenses of acquiring, constructing, or conducting a program for, among other things, low-income housing projects owned or operated by a city, county, city and county, or housing authority. Existing law provides that the Treasurer and the Secretary of State are designated as elected representatives for federal tax purposes of a joint powers agency created to approve or certify the issuance of bonds, notes, or other evidence of indebtedness issued by or on behalf of the joint powers agency to the extent approval is required by federal tax law. This bill would provide that the geographic jurisdiction of a joint powers authority is the area encompassed by the combined geographical boundaries of all of its member public agencies. The bill would declare that these provisions are declaratory of existing law. This bill would additionally authorize the Treasurer to execute an agreement including the state as a member of a joint powers authority without obtaining approval from the Department of General Services only for the Treasurer to provide specified approvals for bonds issued by the joint powers authority to finance specified residential rental projects for which a city, county, or city and county that is a member of the joint powers authority has failed to provide specified approval required by federal tax law, as defined and provided. (Based on 09/01/2026 text)

[SB 692](#) (Arreguin, D) Vehicles: homelessness.

Status: 08/27/2026 - Enrolled and presented to the Governor at 4:30 p.m.

Summary: Existing law makes it unlawful for a peace officer or an unauthorized person to remove an unattended vehicle from a highway, except as provided. Under existing law, the removal of a vehicle is a seizure, subject to the limits set forth in jurisprudence for the Fourth Amendment of the United States Constitution. Existing law authorizes a city, county, or city and county to adopt an ordinance establishing procedures for the abatement and removal, as public nuisances, of abandoned, wrecked, dismantled, or inoperative vehicles or parts of vehicles from private or public property. Existing law, whenever a peace officer or other public employee removes an abandoned vehicle valued at \$500 or less, requires the public agency that removed, or caused the removal of, the vehicle to cause the disposal of the vehicle subject to specified requirements, including providing notice, as specified, to the registered and legal owners and any other person known to have an interest in the vehicle, and a process for the owners and interested persons to request and have a poststorage hearing, as specified. This bill would authorize a public agency of a city, county, or city and county to dismantle, or cause the dismantlement of, an abandoned vehicle, as defined, if the abandoned vehicle cannot be towed or otherwise moved and the vehicle has been declared a nuisance or hazard by a fire marshal, environmental health director, or public health officer of

a city, county, or city and county, if various requirements are met, including attaching a distinctive notice to the vehicle at least 15 days prior to dismantlement that states the vehicle will be dismantled by the public agency if the hazard is not abated, sending a notice, within 48 hours of the attachment of the notice to the vehicle, to the owners and any other person known to have an interest in the vehicle informing them of specified information, including that the vehicle may be disposed of at least 15 days from the date of the notice and that they may have a hearing before the public agency if a request for a hearing is made within 10 days from the date of notice, as specified. (Based on 08/25/2026 text)

SB 715 **(Allen, D) Elections.**

Status: 08/31/2026 - Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.

Summary: Existing law requires the Secretary of State to transmit a certified list of candidates for partisan and voter-nominated offices eligible to be voted on within each county to the county elections official at least 68 days before a primary or general election. Existing law also requires the Secretary of State to notify the candidates for partisan and voter-nominated offices of the names, addresses, offices, occupations, and party preferences of all other candidates for the same office at least 73 days before the election. Existing law imposes various deadlines pertaining to candidates and elections. Existing law requires a candidate who submits a ballot designation to file a ballot designation worksheet, as specified. This bill would move the deadline to notify candidates of the other candidates for the same office to at least 78 days before the election. The bill would move other specified deadlines earlier, including the deadline for the Secretary of State to publicly announce a list of candidates and the availability of specified forms and documents. The bill would require a candidate to certify, under penalty of perjury, the truth and accuracy of the content of the ballot designation worksheet. (Based on 09/04/2026 text)

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

Status: 08/30/2026 - Ordered to special consent calendar. Assembly amendments concurred in. (Ayes 40. Noes 0.) Ordered to engrossing and enrolling.

Summary: Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements. This bill would repeal the requirement for the department to adopt guidelines. (Based on 09/01/2026 text)

SB 769 **(Caballero, D) The Golden State Infrastructure Corporation Act.**

Status: 09/02/2026 - Enrolled and presented to the Governor at 3 p.m.

Summary: The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans, issue bonds, and provide other financial assistance for various types of infrastructure and economic development projects. Existing law establishes the California Infrastructure and Economic Development Bank Fund, a continuously appropriated fund, to support the bank. This bill would enact the Golden State Infrastructure Corporation Act and would establish the Golden State Infrastructure Corporation, within the State Treasurer's Office, as a not-for-profit corporation for the purpose of administering the act and financing infrastructure projects. The bill would require the corporation to be governed by a board of directors, with a prescribed membership, and would require the business and affairs of the corporation to be managed by an executive director appointed by the Treasurer. This bill would prescribe the powers and duties of the corporation, including entering into financing transactions, borrowing money or issuing bonds, and setting and charging fees for obtaining financing from the corporation. Under the bill, the state would not in any way be liable for any obligation of the corporation, and the corporation would not be required to pay any taxes, except as provided. (Based on 08/30/2026 text)

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

Status: 08/31/2026 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 26. Noes 9.) Ordered to engrossing and enrolling.

Summary: Existing law generally regulates classes of insurance, including fire and residential property insurance. Existing law prohibits a policy from limiting or denying a payment of building code upgrade cost on the basis that the insured has decided to rebuild at a new location or to purchase an already built home at a new

location. If there is a total loss of the insured structure, this bill would require the building code upgrade cost payable to include all costs that would have been incurred if the insured structure been completely rebuilt at its original location. (Based on 09/04/2026 text)

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

Status: 08/31/2026 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 29. Noes 8.) Ordered to engrossing and enrolling.

Summary: (1) 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 define "data center" for the purposes of CEQA and prohibit the application of categorical exemption to a project for the development and operation of a data center, as specified. By increasing the duties of a lead agency in relation to the environmental review of a data center project, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 09/04/2026 text)

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

Status: 09/02/2026 - Enrolled and presented to the Governor at 3 p.m.

Summary: Existing law establishes the California Alternative Energy and Advanced Transportation Financing Authority to provide alternative methods of financing in providing and promoting the establishment of facilities using alternative methods and sources of energy and facilities needed for the development and commercialization of advanced transportation technologies, as provided. This bill would establish the California Wildfire Resilience Loan Program and would require the authority, upon appropriation by the Legislature, to administer the program to provide financial assistance for projects and activities to reduce wildfire-related risks and losses, including home hardening and defensible space improvements, as provided, and would make related changes. (Based on 08/30/2026 text)

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

Status: 08/30/2026 - Enrolled and presented to the Governor at 6 p.m.

Summary: The California Emergency Services Act authorizes the Governor to proclaim a state of emergency when specified conditions of disaster or extreme peril to the safety of persons and property exist, and authorizes the Governor to exercise certain powers in response to that emergency, including, but not limited to, suspending specified statutes, ordinances, orders, regulations, or rules. This bill would impose specific duties on the Department of Housing and Community Development if the Office of Emergency Services makes a written determination, within 10 days after the date that the Governor declared a state of emergency relating to a wildfire, that the wildfire caused substantial structural damage requiring significant rebuilding efforts, as defined. The bill would require the department, under this condition, to consult with other specified state entities and local governments to identify state permitting requirements and local procedures that could be suspended or revised to support recovery and rebuilding efforts as a result of the wildfire, as specified. The bill would require the department to prepare and submit initial and periodic reports to the Governor and Legislature with the information and recommendations. This bill, on or before July 1, 2028, would require the Department of Housing and Community Development, in consultation with other specified state entities, to convene a workgroup to review and provide a report to the Governor and the Legislature with recommendations regarding any provision of the California Building Standards Code that should be suspended for specified types of projects to facilitate rapid, safe, disaster-resilient, and cost-effective rebuilding and recovery guidance for any future state of emergency. (Based on 08/27/2026 text)

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

Status: 08/31/2026 - Enrolled and presented to the Governor at 6 p.m.

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 declare void and unenforceable any covenant, restriction, or condition contained in any deed, contract, security instrument, other instrument affecting the transfer or sale of any interest in a common interest development, or provision of a governing document that effectively prohibits or restricts the owner of a separate interest from completing a residential window replacement project or impose any requirements on California Energy Code-compliant windows, as specified. (Based on 08/28/2026 text)

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

Status: 08/31/2026 - Assembly amendments concurred in. (Ayes 28. Noes 10.) Ordered to engrossing and enrolling.

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. This bill would prohibit an employer from discharging, threatening to discharge, demoting, suspending, or in any manner discriminating or retaliating against any employee for taking certain actions asserting their rights under the bill. The bill would authorize the Labor Commissioner to enforce the bill's provisions and also authorize a public prosecutor to bring a civil enforcement action, as specified. The bill would set forth specified types of relief that a plaintiff may seek and specified penalties that an employer that violates these provisions is subject to, including a \$500 civil penalty per violation. This bill contains other related provisions and other existing laws. (Based on 09/04/2026 text)

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

Status: 08/31/2026 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 29. Noes 10.) Ordered to engrossing and enrolling.

Summary: Existing law, the California Worker Adjustment and Retraining Act (Cal/WARN Act), prohibits an employer from ordering a mass layoff, relocation, or termination at a covered establishment unless, 60 days before the order takes effect, the employer gives written notice of the order to the employees affected by the order and to the Employment Development Department and certain local officials. Existing law makes an employer who fails to give specified notice regarding a mass layoff, relocation, or termination subject to a civil penalty of not more than \$500 for each day of the employer's violation. This bill would revise the Cal/WARN Act to also require an employer giving notice of a mass layoff, relocation, or termination caused in whole or in substantial part by an artificial intelligence (AI) system or other automated technology replacing or automating employment positions to include certain information in the notice, including the job functions performed by workers that will be automated by AI or other automated technology. The bill would require the department to publish a summary of the notices received on its internet website and to post a quarterly statewide summary of technological displacements reported. The bill would require the department, on or before January 1, 2028, to submit a report to the Legislature on artificial intelligence's effects on business hiring practices, including its impact on industries and occupations at the state and regional level. The bill would repeal the provision requiring that report on January 1, 2029. (Based on 09/04/2026 text)

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 2 p.m.

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 revise the definition of that term to include habitats for protected species identified as candidate, sensitive, or species of special status by state or federal agencies. This bill contains other related provisions and other existing laws. (Based on 08/31/2026 text)

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

Status: 08/30/2026 - Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would, for purposes of CEQA, prohibit the environmental impacts that are associated with increased building height alone from being considered significant impacts on the environment, if a project meets specified conditions, as provided. Because a lead agency would be required to determine if a project meets the specified conditions, the bill would impose a state-mandated local program. (Based on 09/01/2026 text)

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

Status: 08/21/2026 - Enrolled and presented to the Governor at 3 p.m.

Summary: Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local agency official, as defined, acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. By imposing additional duties on local agency 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 agency official to share information with fellow local agency 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 08/19/2026 text)

SB 996 (Padilla, D) Manufactured housing: conformity.

Status: 09/02/2026 - Enrolled and presented to the Governor at 3 p.m.

Summary: The Manufactured Housing Act of 1980 sets forth various standards relating to manufactured homes, mobilehomes, special purpose commercial coaches, and commercial coaches, including, but not limited to, construction and alteration of those homes. Existing law, including the Manufactured Housing Act of 1980 and the Uniform Commercial Code—Secured Transactions, defines the term “manufactured home” for various purposes to mean a structure that, among other things, is transportable in one or more sections, is 8 body feet or more in width, or 40 body feet or more in length, in the traveling mode, or, when erected on site, is 320 or more square feet, and is built on a permanent chassis. This bill would modify that definition to mean a structure that was constructed on or after June 15, 1976, with or without a foundation system, and has the same meaning as defined in specified federal law. (Based on 08/30/2026 text)

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

Status: 08/31/2026 - Enrolled and presented to the Governor at 6 p.m.

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

postentitlement phase permit complete, would additionally require the city, county, or city and county to provide the applicant with an itemized list of all onsite and offsite improvements that will be required prior to issuance of, or otherwise in connection with, that permit, as provided. (Based on 08/28/2026 text)

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

Status: 08/31/2026 - Assembly amendments concurred in. (Ayes 31. Noes 9.) Ordered to engrossing and enrolling.

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. This bill would revise and recast the requirements for a sustainable communities strategy, including, among other things, (A) requiring a sustainable communities strategy every 8 years with a progress report after 4 years instead of requiring a sustainable communities strategy every 4 years, (B) requiring the state board to provide each region with greenhouse gas emission reduction targets for 2035 and 2045, and (C) requiring the state board to hold technical workshops before providing those targets. The bill would also revise the state board's process for reviewing sustainable communities strategies and alternative planning strategies, as specified. This bill contains other related provisions and other existing laws. (Based on 08/21/2026 text)

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

Status: 08/31/2026 - Enrolled and presented to the Governor at 6 p.m.

Summary: Under the Planning and Zoning Law, the legislative body of a city or county may adopt ordinances that, among other things, regulate the use of buildings, structures, and land, as provided. The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps. Existing law authorizes a development proponent to submit an application for a housing development project on a subdivided lot, as specified, that meets specified requirements, and requires a local agency to ministerially consider that application, as specified. Existing law prohibits a local agency from imposing on a housing development on a lot subdivided as specified an objective zoning standard, objective subdivision standard, or objective design standard that, among other things, physically precludes the development of a project built to specified densities. However, with respect to certain lots, existing law allows a local agency to impose a height limit of no less than the height allowed pursuant to the existing zoning designation applicable to the lot. This bill would require the height limits under these provisions to apply exclusively to the physical height of a building rather than the number of floors. The bill would additionally prohibit a local agency from imposing specified front or internal setbacks, except as specified. (Based on 08/28/2026 text)

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

Status: 08/31/2026 - Enrolled and presented to the Governor at 6 p.m.

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 Wolf-Livestock Compensation Pilot Program to the California 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 California 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 08/28/2026 text)

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

Status: 08/24/2026 - Enrolled and presented to the Governor at 3 p.m.

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 08/20/2026 text)

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

Status: 09/04/2026 - Enrolled and presented to the Governor at 2 p.m.

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. (Based on 08/31/2026 text)

SB 1187 (Durazo, D) Open meetings.

Status: 08/28/2026 - Enrolled and presented to the Governor at 4 p.m.

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law, beginning July 1, 2026, requires eligible legislative bodies, as defined, to have in place a system for electronically accepting and fulfilling requests for meeting agendas and documents. Existing law additionally requires these legislative bodies to translate the agenda for each meeting of that body and to reasonably assist members of the public who wish to translate a public meeting or receive interpretation, as specified. This bill would instead delete the above-described requirements on eligible legislative bodies. (Based on 08/25/2026 text)

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

Status: 08/21/2026 - Enrolled and presented to the Governor at 3 p.m.

Summary: The Powering Up Californians Act requires the Public Utilities Commission to determine the criteria for timely service for electrical customers to be energized, including, among other things, categories of timely electric service through energization, as specified. The act requires the commission to establish reasonable average and maximum target energization time periods to ensure that work is completed in a manner that minimizes delay in meeting the date requested by an electrical customer to the greatest extent possible. This bill would require the commission, by September 30, 2027, in a new or existing proceeding, to establish timelines for electrical corporations to respond to and process requests to energize small energization projects, as provided. (Based on 08/19/2026 text)

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

Status: 08/31/2026 - Enrolled and presented to the Governor at 6 p.m.

Summary: Existing law requires Caltrans, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program (SHOPP). This bill would require the department, in connection with each revision of the asset management plan, to prepare and publish a supplemental list of wildlife connectivity improvements on the state highway system, as specified, and would require the department to submit the supplemental list to the commission for review and comments before the final list is published. (Based on 08/28/2026 text)

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

Status: 09/03/2026 - Enrolled and presented to the Governor at 3 p.m.

Summary: 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 establishes the Equitable Outdoor Access Act (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. Existing law requires specified state agencies to consider and incorporate, as appropriate, the state policy when revising, adopting, or establishing policies, regulations, or grant criteria, or making expenditures, as specified. Existing law requires all state agencies implementing the above-described state policy to do so in a manner consistent with the mission of their agency and that protects the health and safety of the public and conserves natural and cultural resources. This bill would establish the Outdoors for All initiative, to be administered by the Natural Resources Agency, in consultation with specified state entities, to advance the objectives of the act and to implement and update specified priorities, including, among other related priorities, establishing outdoor public recreation spaces, as defined, connecting people and the outdoors, and aligning funding to achieve the initiative's goals, as specified. (Based on 08/30/2026 text)

SB 1279 (Gonzalez, D) Speed safety systems.

Status: 08/30/2026 - Enrolled and presented to the Governor at 6 p.m.

Summary: Existing law authorizes, until January 1, 2032, the City of Los Angeles, San Jose, Oakland, Glendale, or Long Beach, or the City and County of San Francisco to establish a program for speed enforcement that utilizes a speed safety system if the system meets specified requirements, including limits on the number of speed safety systems operated by the city at any time based on population. Existing law requires the speed safety system, to the extent feasible, to be angled and focused so as to only capture photographs of speeding violations and prohibits the speed safety system from capturing identifying images of other drivers, vehicles, or pedestrians. Existing law prohibits speed safety systems in participating cities from being operated on any California state route, including all freeways and expressways, United States highways, interstate highways, or any public road in unincorporated areas of any county where the Commissioner of the California Highway Patrol has full responsibility and primary jurisdiction for the administration and enforcement of the laws, and for the investigation of traffic accidents. This bill would require speed safety systems to blur any images that are unavoidably captured of other drivers, vehicles, or pedestrians who are not the subject of a notice of violation, and would require speed safety systems to blur these images, only to the extent feasible, for cameras that were installed before January 1, 2027. (Based on 08/27/2026 text)

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

Status: 08/31/2026 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 29. Noes 7.) Ordered to engrossing and enrolling.

Summary: Existing law creates the Department of Insurance, headed by the Insurance Commissioner, and generally regulates classes of insurance, including residential property insurance. Existing law requires an insurer to deliver to the named insured an offer of renewal, as specified, at least 45 days before the policy expiration and to deliver a notice of nonrenewal at least 75 days before the policy expiration. If the insurer fails to do so, existing law requires the existing policy, with no change in its terms and conditions, to remain in effect for 75 days from the date that the notice of nonrenewal is delivered or mailed to the named insured. Existing law requires nonrenewal notices to contain specified information. This bill would, beginning January 1, 2028, require an insurer to deliver to the named policyholder a notice of nonrenewal of the policy at least 90 days before the policy expiration, except as provided. The bill would require the notice to contain specified information, including all information related to the basis for the nonrenewal, as specified. If the insurer fails to deliver a notice of nonrenewal to the named policyholder, the bill would require the existing policy to remain in effect for 90 days from the date the notice of nonrenewal is delivered. (Based on 09/04/2026 text)

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

Status: 08/30/2026 - Assembly amendments concurred in. (Ayes 30. Noes 10.) Ordered to engrossing and enrolling.

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. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned

transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects. (Based on 09/02/2026 text)

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

Status: 08/30/2026 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 29. Noes 10.) Ordered to engrossing and enrolling.

Summary: Existing law, commonly referred to as 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, for buildings over 85 feet in height above grade, 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, that have been adopted by the local government entity from the definition of "incentives or concessions." The bill would provide that, for purposes of these provisions, the applicable labor standards are those that do not exceed certain statutory requirements, as specified, as those requirements existed on December 31, 2025. This bill contains other related provisions. (Based on 09/02/2026 text)

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

Status: 08/30/2026 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 38. Noes 1.) Ordered to engrossing and enrolling.

Summary: Existing law redesignates March 31 as Farmworkers Day instead of Cesar Chavez Day, and requires the Governor to annually proclaim March 31 as Farmworkers Day. This bill would remove the designation of March 31 as Cesar Chavez Day for purposes of holidays on which community colleges and public schools are authorized to close, and instead authorize community colleges and public schools to close on April 10, known as Farmworkers Day, as specified. The bill would revise the provisions related to state employees, certain community college employees, and public school employees to instead apply to Farmworkers Day, as specified. The bill would also make conforming changes to designate April 10 as Farmworkers Day, and require the Governor to annually proclaim April 10 as Farmworkers Day. (Based on 09/02/2026 text)

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

Status: 08/30/2026 - Assembly amendments concurred in. (Ayes 28. Noes 10.) Ordered to engrossing and enrolling.

Summary: Existing law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. This bill would require the office, on or before July 1, 2028, to compile, standardize, maintain, and make publicly available through a consolidated online platform a core set of statewide standardized spatial planning datasets, as defined. The bill would require the datasets to include specified categories of information, including hazardous data, natural resource sensitivity data, and agricultural value data, as provided. The bill would also require the office, on or before January 1, 2029, to develop and provide guidance for agencies to inform how to use and integrate the datasets in regional planning processes and products. The bill would require the office to update those datasets as new or revised data becomes available from the originating state or federal agencies. This bill would permit state, regional, and local governments to consider use of the standardized spatial planning datasets published by the office in the development and production of land use and infrastructure plans, as specified. (Based on 09/02/2026 text)

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

Status: 08/31/2026 - Enrolled and presented to the Governor at 6 p.m.

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified. This bill would establish a permit program, administered by the authority, for encroachments on the authority's operating right-of-way. The bill would make any person who installs or performs an encroachment within the authority's operating right-of-way, without a permit, guilty of a misdemeanor, except as provided. The bill would also make any person who willfully damages any feature of the high-speed train system or any portion of the authority's operating right-of-way guilty of a misdemeanor. The bill would provide for civil penalties for specified categories of encroachment and, unless authorized by law or an encroachment permit, would make it unlawful to manage water flows in certain ways that impact the high-speed train system or the authority's operating right-of-way, as specified. The bill would authorize the authority or the Attorney General to recover these civil penalties. The bill would require all moneys, including moneys from permit fees and civil penalties, collected pursuant to its provisions to be deposited into the High-Speed Rail Property Fund, except for the award of any reasonable attorney's fees and costs provided to the recovering agency to recoup the cost of litigation, as provided. 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 in the fund available for administering these provisions. This bill contains other related provisions and other existing laws. (Based on 08/28/2026 text)

Total Measures: 75

Total Tracking Forms: 75



AGENDA ITEM 4

REPORT

Southern California Association of Governments

September 15, 2026

To: LCMC - Legislative/Communications and Membership Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Francisco Barajas, Legislative Affairs Supervisor
213-630-1400, barajasf@scag.ca.gov

Kome Ajise

Subject: September 2026 Federal Update

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

Congress extended federal funding through December 11, averting the FY 2027 appropriations deadline of September 30. However, without any of the regular appropriations bills passed as of the writing of this report, a significant fiscal deadline remains. Included in the measure is an extension of the Infrastructure Investments and Jobs Act (IIJA) through the same date. Notably, the surface transportation reauthorization extension does not provide advance appropriations, with transit funding facing the greatest impacts. Separately, Congress recently enacted the bipartisan 21st Century ROAD to Housing Act, which updates federal housing programs, supports housing production and infrastructure investment, and streamlines project delivery.

Joining the Legislative/Communications & Membership Committee (LCMC) will be Manatt, SCAG's representatives in Washington, D.C., to provide an update.

BACKGROUND:

Ahead of the FY 2027 appropriations deadline of September 30, Congress passed a continuing resolution (CR), signed by President Trump on September 2, extending current federal funding through December 11. The House approved the measure 370-48 after the Senate passed it in August by a vote of 90-6. Congress has not completed any of the 12 regular FY 2027 appropriations bills, so the December deadline remains a major fiscal cliff. Included in the budget action was an extension of the Infrastructure Investment and Jobs Act (IIJA), which was also set to expire on September 30. Of note, the surface transportation reauthorization extension did not include advanced appropriations, impacting transit funding the heaviest.



While work continues, Congress recently enacted the 21st Century ROAD to Housing Act, for which SCAG took a support position and advocated during our most recent advocacy trip. The widely bipartisan legislation modernizes several federal housing programs, creates new opportunities to support housing production and infrastructure investments, and streamlines project delivery.

Joining the Legislative/Communications & Membership Committee (LCMC) to provide an update on these key actions will be Manatt, SCAG's representatives in Washington, D.C.

FISCAL IMPACT:

Work associated with the staff report on the September 2026 Federal Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. PowerPoint Presentation - SCAG Federal Update - Sept 2026

SCAG Federal Update – September 2026

Leslie Pollner, Senior Managing Director

Agenda

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01 Federal Appropriations Update

02 Surface Transportation Reauthorization Update

03 Housing Update: 21st Century ROAD to Housing and Continuum of Care (CoC)

Federal Appropriations Update

FY27 Appropriations Update

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- With the end of the federal fiscal year approaching on September 30, Congress passed a continuing resolution (CR) in September avoid a government shutdown prior to the midterm elections. It was signed into law on September 2.
- The CR temporarily extends FY 2026 appropriations **through December 11, 2026.**
- The CR also delays implementation of the Office of Management and Budget's (OMB) proposed rule – Regulation for Federal Financial Assistance – **through December 11, 2026.**
- The CR also provides a clean extension of surface transportation reauthorization **through the same date.**

FY27 Appropriations Update

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- The House Appropriations Committee has advanced all twelve FY27 appropriations bills and has passed the National Security-State Department, Agriculture, and Military Construction-Veterans Affairs bills on the floor.
- Below are House-proposed funding levels for key departments and agencies:
 - **Department of Transportation (DOT): \$92.224 B (+\$30.798 B above FY26 enacted levels)**
 - **Department of Housing and Urban Development (HUD): \$71.377 B (-\$5.942 B below FY enacted levels)**
 - Department of Justice (DOJ): \$38.612 B (+\$1.563 B above FY26 enacted levels)
 - Department of Homeland Security (DHS): \$64.9 B (-\$1.46 B below FY26 enacted levels)
 - ◆ Federal Emergency Management Agency (FEMA): \$34.067 B (+\$2.039 B above FY26 enacted levels)
 - U.S. Department of Agriculture (USDA): \$26.27 B (-\$380 M below FY26 enacted levels)
 - Environmental Protection Agency (EPA): \$7.035 B (-\$1.781 B below FY26 enacted levels)
- The Senate Appropriations Committee has not marked up its FY27 appropriations bills.

Surface Transportation Reauthorization Update

Surface Transportation Reauthorization Update

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- The short-term CR passed earlier this month extends authorized funding for surface transportation programs within the Infrastructure Investment and Jobs Act (IIJA) – originally set to expire on September 30, 2026 – through December 11, 2026 as Congress continues to advance the next surface transportation reauthorization bill.
- Many transportation/infrastructure programs issued their last funding opportunity rounds with IIJA in 2026 (i.e. PROTECT).
- While the House Transportation & Infrastructure, Energy & Commerce, and Science, Space, & Technology committees approved separate surface transportation reauthorization bills to be packaged together, action is still needed from House Ways & Means. The Senate has yet to release bills or start markups.
- Unlike the IIJA – which provided numerous new and expanded investments in infrastructure with mandatory spending and advanced appropriations – the House’s surface transportation reauthorization bill focuses on funding more “traditional” forms of infrastructure – such as roads, bridges, and highways.



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BUILD America 250 Act Overview

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- The House Transportation & Infrastructure (T&I) Committee approved the BUILD America 250 Act (H.R.8870) by a 62-2 vote on May 22, 2026. **The bill authorizes nearly \$580 billion in total spending from FY 2027 – FY 2031**, including:
 - \$392.324 billion for the Federal-Aid Highways programs (*Approx. \$29.7 billion increase*);
 - \$102.74 billion for Public Transportation (*Approx. \$3.4 billion decrease*);
 - \$64.656 billion for Railroads/Hazardous Materials programs (*Approx. \$37 billion decrease*);
 - \$17.75 billion for freight/multimodal transportation programs;
 - \$5.675 billion for highway traffic safety programs (*Approx. \$2.8 billion decrease*); and
 - \$5.04 billion for motor carrier safety programs (*Approx. \$0.1 billion decrease*).
- The 2021 Infrastructure Investment and Jobs Act (IIJA), by comparison, provided \$944 billion in total spending over five years, with \$550 billion in new spending.
- **Unlike IIJA, the BUILD America 250 Act does not include advanced appropriations for programs. Therefore, all funding for each fiscal year will be solely up to the discretion of congressional appropriators.**

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- Key policy provisions relevant to SCAG include, but are not limited to:
 - **Adds MPOs as eligible applicants to the INFRA grant program.**
 - **Increases authorized funding for Metropolitan Planning (PL) Program:**
 - ♦ Increases to \$520M in FY27, followed by \$20 million increases annually from FY27 – FY31.
 - **Preservation of the Safe Streets and Roads for All (SSFA) program.**
 - **STBG:** Changes the STBG program to include infrastructure improvements to existing facilities to withstand natural disasters and increase resilience.
 - **CMAQ:**
 - ♦ Changes the Congestion Mitigation and Air Quality Improvement (CMAQ) program to broaden eligibility to include projects that deploy advanced transportation and congestion management technologies and support digital infrastructure.
 - ♦ Requires the Secretary to provide written notification to states and MPOs regarding the cost-effectiveness table and program requirement that states and MPOs consider such information when selecting projects.
 - **Funding for International Games:** Authorizes \$50 million in annual funding to support planning, capital, and operations needs for international games, such as the Olympics, Paralympics, and FIFA World Cup events.

Programs Preserved	Programs Repealed	New Programs
• Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program • Railroad Crossing Safety Improvements and Elimination Program • National Intercity Passenger Railroad Partnership Program • Safe Streets and Roads for All Program • Wildlife Crossings Program • Bridge Investment Program • Bus and Bus Facilities Program • SMART Grant Program • PROTECT Grant Program • Mega Grant Program • INFRA Grant Program	• Healthy Streets Program • PROTECT Formula Funding • Charging and Fueling Infrastructure Grant Program • National Electric Vehicle Infrastructure (NEVI) Formula Program • Carbon Reduction Program	• Surface Transportation Accelerator Grant Program (STAG) • Transportation assistance for international games grant program

- The legislation also proposes to consolidate several programs including, but not limited to:
 - The Consolidated State Block Grant Program consolidates all the FTA formula grant apportionments (excluding large metropolitan areas above 3.5 million population).
 - The bill merges the Section 405 state incentive grant programs into Section 402 state formula grants, creating a single State Highway Safety Grant framework.
 - Several competitive grants, such as Low-No Emission and Ferry grants, were consolidated into the Surface Transportation Accelerator Grant (STAG) program.
 - ◆ Half of STAG funds are dedicated to Local and Regional Surface Transportation grants. This grant program's stated goals and maximum funding amount of \$25 million suggest likely prioritization of smaller, local-level projects.
 - ◆ The other half of STAG funds are split into two programs, Rural Surface Transportation Grants and Urban Surface Transportation Grants. These grants' lack of maximum project funding amounts suggest these programs will fund larger, state-level projects.

Short-Term CR: Surface Transportation Extension

- While the short-term CR extends authorized funding for surface transportation programs within the Infrastructure Investment and Jobs Act (IIJA), **it does not extend the Infrastructure Investment and Jobs Act's (IIJA) lapsing advanced appropriations**, which totaled approximately \$36.8 billion per year.
- As a result, several transportation agencies will face significant funding reductions upon expiration of the IIJA's Division J advance appropriations at the end of September, including:
 - Federal Railroad Administration: -81.8%
 - Federal Transit Administration: -20.6%
 - Federal Highway Administration: -12.6%

Housing Updates

Implementing 21st Century ROAD to Housing Act

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- The 21st Century ROAD to Housing Act became law on July 10. The final bill streamlines federal reviews for housing projects, modernizes housing programs, incentivizes local governments to address barriers to housing development, and increases veterans' access to federal housing programs.
- Key implementation deadlines and agency rulemakings relevant to local governments include, but are not limited to:
 - **Grants for planning and implementation associated with affordable housing (Sec. 207):** establishes a new competitive grant pilot program to support planning and implementation activities for affordable housing.
 - ◆ July 11, 2027: Deadline for HUD to establish program
 - ◆ July 11, 2033: Sunsets
 - **Innovation Fund (Sec. 208):** creates a new highly-flexible \$200 million grant program to improve community infrastructure, build housing, and supplement water and sewer grants.
 - ◆ July 11, 2027: Deadline for HUD to establish program
 - ◆ July 11, 2033: Sunsets

Additional Deadlines

- Additional implementation deadlines and agency rulemakings relevant to local governments include, but are not limited to:
 - **Build Now Act (Sec. 213):** creates a pilot program to incentivize housing development of all types in certain CDBG participating jurisdictions.
 - ◆ Oct. 1, 2028: CDBG adjustment begins
 - ◆ Sept. 30, 2043: CDBG adjustment sunsets
 - **Reforming Disaster Recovery Act (Sec. 504):** authorizes the Community Development Block Grant-Disaster Recovery program for three years
 - ◆ July 11, 2027: Deadline for HUD to issue final implementing regulation.
 - ◆ July 11, 2029: Sunsets.



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Implementing 21st Century ROAD to Housing Act

Section	Name of Program	Appropriations Required?	Formal Rulemaking Required?
104	Addition of affordable housing construction as an eligible CDBG activity	No	No
205	BUILD Housing Act: streamlines environmental reviews for housing development.	No	Yes
207	Grants for planning and implementation associated with affordable housing: new competitive pilot program to support planning and implementation activities for affordable housing.	Yes; authorized amount not specified.	No
208	Innovation Fund: new competitive grant program to improve community infrastructure, build housing, and supplement water and sewer grants.	Yes; \$200M authorized annually	No
210	RESIDE Act: pilot program for local governments to convert vacant commercial buildings into housing.	Yes; \$100M authorized annually	Yes
212	Rental Assistance Demonstration Program (RAD): increases the cap for the Rental Assistance Demonstration (RAD) program by 100,000 units and codifies tenant protections.	No	Yes
213	BUILD Now Act: creates a pilot program to incentivize housing development of all types in certain CDBG participating jurisdictions.	No	No
304	PRICE Act Grants: new competitive grant program to maintain, protect, and stabilized manufactured housing.	Yes; authorized amount not specified.	Yes
404	Helping More Families Save Pilot Program: new pilot program to promote economic mobility and homeownership by enabling more families to grow their household savings.	Yes; authorized amount not specified.	No
501	HOME Investment Partnerships Reauthorization and Reform Act	No	Yes
504	CDBG-DR Program Reauthorization	Yes; authorized amount not specified.	Yes
602	Housing Unhoused Disabled Veterans Act	No	Yes

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Continuum of Care (CoC) Update

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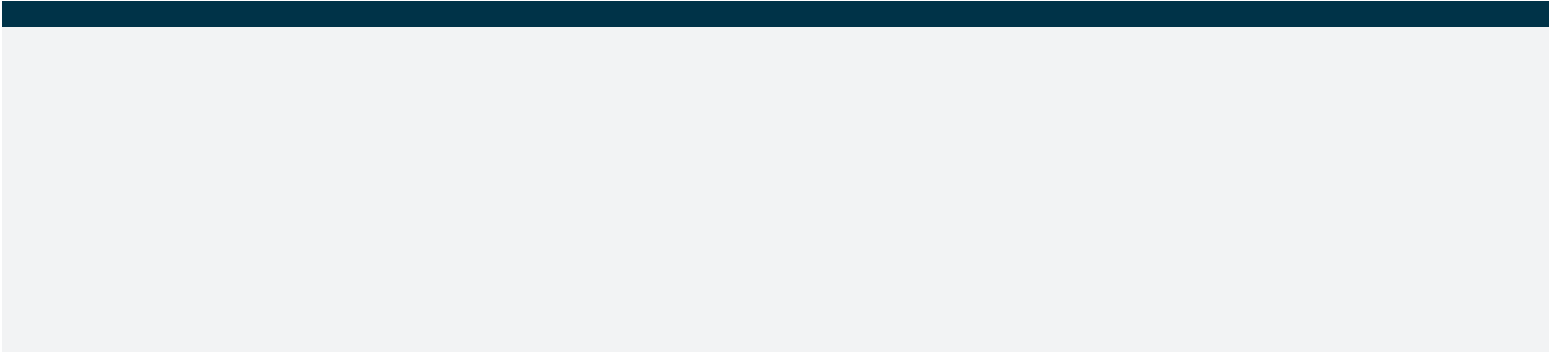
- **On August 7, Judge McElroy invalidated HUD's FY 2026 Continuum of Care (CoC) NOFO in its entirety, ruling that it violated the Administrative Procedure Act (APA). The decision stems from lawsuits filed by the National Alliance to End Homelessness and a coalition of 23 states plus Washington, D.C.**
- The court found HUD's proposed \$1.3 billion set-aside would effectively steer funding away from statutorily supported interventions, such as permanent supportive housing and rapid rehousing, toward transitional housing and supportive services projects.
 - While HUD can encourage alternative approaches, the court held it must first conduct research and a public notice-and-comment process before doing so.
- Although the court vacated the FY 2026 CoC NOFO, it denied the plaintiffs' request for a permanent injunction and did not rule on the other challenged provisions included in the lawsuits.

Continuum of Care (CoC) Update

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- HUD appealed the U.S. District Court of Rhode Island's decision on August 13th and filed for an emergency stay of the ruling with the district court as the appeal proceeds. This emergency stay would temporarily allow HUD to operate with the FY26 CoC NOFO while the U.S. Court of Appeals for the First Circuit considers the appeal.
 - While the U.S. District Court of Rhode Island denied HUD's request for an emergency stay, HUD has made the same request to the U.S. First District Court of Appeals. **Their final ruling on the emergency stay is imminent.**
- **HUD is also expected to issue a proposed rule this month to overhaul the Continuum of Care program.**

Questions?





AGENDA ITEM 5

REPORT

Southern California Association of Governments
September 15, 2026

To: LCMC - Legislative/Communications and Membership Committee

EXECUTIVE DIRECTOR'S
APPROVAL

From: Francisco Barajas, Legislative Affairs Supervisor
213-630-1400, barajasf@scag.ca.gov

Kome Ajise

Subject: State 2026 End of Session Update

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

The California State Legislature concluded the 2025-26 legislative session upon adjournment on Tuesday, September 1. Over the final two weeks of session, lawmakers focused on amendments, floor votes, and resolving outstanding policy issues before sending all final legislation to the Governor for consideration. The Governor has until September 30 to sign or veto bills passed by the Legislature. The conclusion of the session marked the end of the two-year legislative cycle. Bills that did not advance will generally need to be reintroduced in the next legislative session.

Joining the Legislative/Communications & Membership Committee (LCMC) to provide an overview of the session will be Cruz Strategies, SCAG's representatives in Sacramento.

BACKGROUND:

The California State Legislature concluded the 2025-26 legislative session upon adjournment on Tuesday, September 1, and has now entered its Final Recess. During the final weeks of session, lawmakers focused on final amendments, floor votes, and resolving outstanding policy issues before sending legislation to Governor Newsom for consideration. The Governor has until September 30 to sign or veto legislation approved by the Legislature.

The conclusion of the legislative session also marked the end of the two-year legislative cycle. Any legislation that did not advance during the 2025-26 cycle will generally need to be reintroduced in the next legislative session.

Several notable developments occurred during the final weeks. Governor Newsom signed legislation placing the Veterans and Affordable Housing Bond Act of 2026 before voters in November. If passed, the measure would authorize an \$11.25 billion bond to support affordable housing, homeownership assistance, supportive housing, and veteran housing programs.

Also of note was the Legislature's decision not to advance significant portions of the Governor's proposed wildfire resilience and funding package before adjournment. Discussions on wildfire prevention, recovery, and resilience investments are expected to continue this fall, with increasing speculation that the Governor could call a special legislative session to address these issues.

Joining the LCMC to provide an overview of the session will be Cruz Strategies, SCAG's representatives in Sacramento.

FISCAL IMPACT:

Work associated with the staff report on the State 2026 End of Session Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. CS 2026 End of Session Memo 09.9.26 (2)



2026 End of Session Wrap Up

September 9, 2026

General Legislative Update

The California Legislature concluded its 2026 legislative session after one of the most active end-of-session periods in recent memory. The final month was dominated by hundreds of remaining bills, budget trailer legislation, climate funding, wildfire policy, housing, artificial intelligence, data centers, public safety, and affordability.

During the 2026 session, lawmakers introduced 1,846 bills: 1,263 Assembly Bills and 583 Senate Bills. Before summer recess, 853 Assembly Bills passed the Assembly and 475 Senate Bills passed the Senate and moved to the second house.

A surge of late amendments triggered the constitutional 72-hour in-print requirement, forcing both houses to recess at midnight on August 31 and reconvene on September 1 to finish voting on budget bills and other late-session measures.

With session adjourned, 984 bills sit on Governor Newsom's desk, all subject to the September 30 signing deadline.

Important Dates

- **September 30:** Governor's deadline to sign or veto bills
- **November 3:** General Election
- **December 7:** 2027-28 Regular Session convenes

Major End-of-Session Policy Issues

The final days of the 2026 session were defined by headline-driving debates over wildfire liability, technology, and AI regulation, and sweeping data-center reforms, all of which shaped late-session negotiations.

Data Centers, Artificial Intelligence & Automation

Responding to rapid AI-driven economic and data-center expansion, lawmakers passed several bills imposing new requirements including:



- **SB 947 (McNerney)**: The “no robo-bosses” bill limiting the use of algorithms and AI in employment decision-making. Newsom vetoed last year’s version; this year’s bill incorporates changes responsive to his objections.
- **AB 1709 (Wicks)**: Requires social-media companies to age-gate features for users 16 and under (infinite scroll, autoplay, compulsive-use notifications) and establishes an eSafety Advisory Commission to monitor implementation and recommend future reforms.

Energy & Water Reporting / Transparency

- **AB 1577 (Bauer-Kahan)**: Monthly reporting of water use and fuel consumption; anonymized statewide publication; inclusion in the 2029 IEPR load assessment.
- **AB 2619 (Papan)**: Classifies data centers as critical industrial users; requires water-efficiency guidelines by 2029; mandates annual water-use reporting and business-license self-certification; requires urban water suppliers to quantify data-center demand.
- **AB 2469 (Papan)**: Requires water assessments and scarcity plans; restricts siting in critically overdrafted basins unless DWR finds no disproportionate EJ harm; requires applicants to pay full water-infrastructure costs.

Electricity Rates

- **SB 886 (Padilla)**: New interconnection tariff; onsite zero-carbon storage; utility maps showing where large loads can interconnect without major upgrades.
- **AB 2383 (Zbur)**: Separate rate class for 20 MW+ facilities; 15-year service contracts; financial guarantees; full payment of infrastructure upgrades; equitable contributions to statewide mandates.

Environmental Review / Siting

- **SB 887 (Padilla)**: Expands CEQA environmental-leadership program eligibility

Wildfire Liability

Wildfire liability remained one of the most contentious issues. The Legislature considered SB 492, a negotiated package to accelerate survivor compensation, prohibit certain utility executive bonuses, and establish a statewide wildfire-prevention strategy.



However, SB 492 ultimately did not receive a vote on September 1, leaving broader reform unresolved and fueling growing speculation that the Governor may call a special session focused on wildfire liability.

Public Agency Liability

Lawmakers also passed SB 577, which adjusts how schools and other public entities may be sued for historic cases while stopping short of imposing a cap on total damages, reflecting a negotiated compromise intended to provide clearer legal pathways for survivors without fully restructuring public-entity exposure.

Medical & Scientific Research

- **SB 895 (Wiener):** Places a \$7.5 billion statewide bond on the March 2028 ballot to support medical and scientific research infrastructure and emerging scientific fields.

Housing, Affordability & Construction

Housing remained one of the most active areas of the 2026 session, with lawmakers advancing multiple bills aimed at accelerating production, streamlining approvals, expanding homeownership opportunities, and modernizing land-use rules. Key measures include:

- **AB 2074 (Haney):** Supports dense urban housing in major cities.
- **AB 1751 (Quirk-Silva):** Streamlines approval and construction of townhomes.
- **AB 1621 (Wilson):** Strengthens timelines and accountability for post-entitlement permits, reducing delays during the construction plan-check phase and speeding delivery of approved housing projects.
- **AB 1710 (Carrillo):** Ensures consistent rules apply once a complete housing application is submitted, preventing unpredictable regulatory changes that delay projects and drive up costs.
- **AB 1903 (Wicks):** Reforms condo construction-defect liability. The bill passed the Senate minutes before the deadline but never returned to the Assembly for concurrence.

2026-27 Budget Update



A substantial package of trailer bills accompanied the June budget, including Cap-and-Invest allocations, adjustments to the film tax credit, and allocation of the Proposition 4 Climate Bond.

Bill Number	Bill Topic
AB 113	2026 Budget Act
SB 114	Amends 2025 and Prior Budget Acts
SB 133	Education finance: education omnibus trailer bill.
AB 167	Higher Education budget trailer bill.
AB 173	Health
AB 175	Developmental Services: community placement plans and community resource development plans.
SB 178	Public Resources
AB 184	General Government
SB 186	Film Tax Credit
AB 187	Labor
AB 190	Early Education
AB 191	LA 28 Olympic and Paralympic Games
AB 192	Energy: transmission infrastructure accelerator: financing.
SB 193	Public Resources: Greenhouse Gas Reduction Fund: programs
SB 194	Transportation
SB 195	Income taxes: exclusions: wildfire loss mitigation payments

Looking Ahead: November Ballot Measures

California voters will weigh 14 statewide propositions on the November ballot, including measures to tax billionaires, require voter identification, accelerate housing construction, and additional proposals related to taxes and healthcare. These propositions will shape major policy debates heading into 2027.



AGENDA ITEM 6

REPORT

Southern California Association of Governments

September 15, 2026

To: LCMC - Legislative/Communications and Membership Committee

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Kome Ajise

Subject: Proposition 1 – Veterans and Affordable Housing Bond Act of 2026

RECOMMENDED ACTION:

Staff recommends that the Legislative/Communications & Membership Committee forward a “support” position on Proposition 1, the Veterans and Affordable Housing Bond Act of 2026, to the Regional Council.

STRATEGIC PRIORITIES:

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

EXECUTIVE SUMMARY:

In June 2025, the Regional Council adopted a support position on AB 736 (Wicks) and SB 417 (Cabaldon), companion bills that initially proposed placing a \$10 billion housing bond before California voters. Following negotiations among legislative leaders and the Governor, the proposal was amended and ultimately enacted as the Veterans and Affordable Housing Bond Act of 2026. The bond will appear on the General Election ballot on November 3, 2026, as Proposition 1.

If passed, Proposition 1 would authorize \$11.25 billion in general obligation bonds, including \$10 billion for affordable housing and housing-related programs and \$1.25 billion for veterans housing and homeownership assistance, retaining the core SCAG priorities of expanding affordable housing production, preservation, and homeownership opportunities.

Because Proposition 1 is consistent with SCAG's adopted Legislative Platform, staff recommends the Legislative/Communications and Membership Committee (LCMC) forward a support position to the Regional Council.

BACKGROUND:

In June 2025, SCAG's Regional Council adopted a support position for AB 736 (Wicks) and SB 417 (Cabaldon), companion measures collectively known as the "Affordable Housing Bond Act of 2026." As originally introduced, the legislation proposed a \$10 billion statewide housing bond to fund

affordable rental housing, supportive housing, homeownership programs, farmworker housing, tribal housing, housing preservation activities, and related infrastructure investments.

Over the following year, legislative leaders, housing stakeholders, and the Governor's Administration continued negotiations regarding the structure, funding allocations, and eligible uses of the bond proceeds. In June 2026, Governor Gavin Newsom and legislative leadership announced a final agreement on the measure. The Legislature amended the legislation, retitled it the “Veterans and Affordable Housing Bond Act of 2026,” and enacted it through SB 417 (Limón and Rivas). After the Legislature approved it and the Governor signed it, the measure qualified for the November 2026 statewide ballot as Proposition 1.

Key changes include increasing the total bond authorization from \$10 billion to \$11.25 billion, allocating funding to programs that support veteran homeownership, affordable student housing, youth housing, and affordable housing innovation programs, and reducing or removing allocations among several existing housing programs set to receive funding under the original proposal.

The final measure maintains significant investments in housing production, preservation, affordability, and housing-supportive infrastructure. Compared with the version previously considered by SCAG, the measure revises several funding allocations, adding resources for affordable student housing, affordable housing innovation grants, and veterans housing assistance; increasing funding for farmworker housing; and establishing a dedicated allocation for the Infill Infrastructure Grant Program.

The chart below summarizes the major changes between the original proposal supported by SCAG in 2025 and the final measure which voters will consider on the November 2026 Midterm Election ballot.

Program	2025 Proposal	2026 Final	Change	Description
Multifamily Housing Program (MHP)	\$5.25B	\$5.1B	-\$150M	Provides low-interest, long-term deferred-payment loans for the construction, rehabilitation, and preservation of affordable rental housing for lower-income households. At least 10 percent of assisted units must be affordable to extremely low-income households.

Infill Infrastructure Grant Program	Previously bundled in MHP allocation	\$500M	<i>New standalone line item</i>	Provides funding for infrastructure improvements, including transportation, utility, and public facility projects, that support high-density affordable and mixed-income housing developments in infill areas. The final agreement establishes a dedicated \$500 million allocation for the program.
MHP Supportive Housing	\$1.75B	\$1.15B	-\$600M	Funds supportive housing through the Multifamily Housing Program, including capitalized operating subsidy reserves, up to 15 percent for acquisition, conversion, or rehabilitation of interim housing into permanent housing, and a \$150 million youth housing set-aside.
Portfolio Reinvestment Program	\$800M	\$750M	-\$50M	Provides funding to preserve existing state-assisted affordable housing through rehabilitation, refinancing, loan restructuring, and extensions of long-term affordability requirements.
Acquisition & Rehabilitation of Unrestricted Units	\$500M	\$200M	-\$300M	Provides funding to acquire and rehabilitate existing market-rate housing, place long-term affordability restrictions on those units, and protect current residents from displacement.

Self-Help/ CalHome Development	\$1B*	\$600M	\$1.1B total +\$100M	Provides funding through the CalHome Program for homeownership development, self-help housing, manufactured housing, mortgage assistance, and forgivable loans for eligible homeownership projects.
Home Purchase Assistance (CalHFA / MyHome)		\$500M		Provides funding for CalHFA's Home Purchase Assistance Program, which offers down payment and purchase assistance to eligible homebuyers.
Joe Serna, Jr. Farmworker Housing Grant Program	\$250M	\$450M	+\$200M	Provides grants and loans for the construction, rehabilitation, and acquisition of housing for agricultural workers and their families, including manufactured housing and activities addressing displacement from labor camps, mobile home parks, and other housing.
Tribal Housing Grant Program	\$250M	\$200M	-\$50M	Provides funding for housing and housing-related activities that support tribal communities, including housing development, rehabilitation, preservation, and community rebuilding efforts.
Wildfire Prevention/ Mitigation/ Displacement	\$200M	\$0	-\$200M	The original proposal included funding for wildfire-related housing and displacement assistance activities. The final measure removed this allocation.

Affordable Student Housing	—	\$350M	+\$350M (new)	New program. Provides funding for new affordable student housing projects at University of California and California State University campuses, with funding distributed equally between the two systems.
Local Housing Trust Fund Matching Grant Program / Affordable Housing Innovation Fund	—	\$200M	+\$200M (new)	Provides grants and loans to local housing trust funds for affordable housing development and preservation activities and supports pilot projects demonstrating innovative, cost-saving housing strategies.
Veterans Farm and Home Purchase Program (CalVet)	—	\$1.25B	+\$1.25B (new)	Provides funding for the CalVet Home Loan Program to assist eligible veterans with purchasing, constructing, rehabilitating, and improving homes and agricultural properties.

**The original proposal included a combined \$1 billion allocation for homeownership programs. The final measure allocates \$600 million to CalHome development activities and \$500 million to home purchase assistance, increasing total homeownership funding to \$1.1 billion.*

Despite the shifts in funding allocations since SCAG adopted a support position in June 2025, the final measure remains consistent with the priorities contained in SCAG's 2025-26 State Legislative Platform. Specifically, the platform supports legislation that would provide new incentives, tools, and ongoing funding, and expand housing programs that fund the construction and development of housing and housing-supportive infrastructure; provide funding for transit-oriented communities and resilient development; and expand access to homeownership, particularly for first-time homebuyers.

Proposition 1 would advance these policy priorities through investments in affordable rental housing, supportive housing, homeownership assistance, infill infrastructure, farmworker housing, tribal housing, affordable student housing, housing innovation programs, and veterans housing opportunities. Therefore, staff recommends support for Proposition 1, the Veterans and Affordable Housing Bond Act of 2026.

FISCAL IMPACT:

Work associated with Proposition 1: Veterans and Affordable Housing Bond Act of 2026 staff report is in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. PowerPoint Presentation – Proposition 1: Veterans and Affordable Housing Bond Act of 2026

Proposition 1 - Veterans and Affordable Housing Bond Act (2026)

David Angel, Sr. Legislative Affairs Analyst
September 15, 2026

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How Did We Get Here?

- **May 2025** – LCMC reviewed AB 736/SB 417 (\$10B housing bond).
- **June 2025** – RC adopted a SUPPORT position on AB 736/SB 417
- **June 2026** – Gov. Newsom signed SB 417 (Limón & Rivas), placing an \$11.25B Housing Bond on the Nov. 2026 ballot.



What's Changed?

Increases	
CalVet Housing	+\$1.25B *New*
Affordable Student Housing	+\$350M *New*
Joe Serna Farmworker Housing	+\$200M
Housing Trust Fund / AHIF	+\$200M *New*
Homeownership Assistance (CalHome/MyHome)	+\$100M
Infill Infrastructure Grant Program	\$500M (Now Standalone)

Reductions/Eliminations	
Multifamily & Supportive Housing Programs	▼ \$750M
Acquisition & Rehabilitation of Unrestricted Units	▼ \$300M
Wildfire Prevention / Mitigation / Displacement	✗ *Eliminated*
Portfolio Reinvestment Program	▼ \$50M
Tribal Housing Grant Program	▼ \$50M

Overview

- Affordable Housing & Preservation (~\$8.2B)
- Homeownership (\$1.1B)
- Housing Infrastructure (\$500M)
- Veterans Homeownership (\$1.25B)

TOTAL: \$11.25 BILLION

Proposed Uses of Bond Funds

(In Millions)

Category of Programs	Amount
State Housing Programs	
Affordable multifamily housing	\$7,200 ^a
Homeownership	1,100
Infrastructure	500
Farmworker housing	450
Higher education student housing	350
Tribal housing	200
Local pilot programs	200
Subtotal	(\$10,000)
Veterans Housing Program	
Veterans home loans	\$1,250
Total	\$11,250

QUESTIONS?