



Legislative History

Position Bills and Bills for Which MTC-ABAG



Wednesday, October 7, 2026

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
AB 117 Committee on Budget	Approved by the Governor. Chaptered by Secretary of State - Chapter 6, Statutes of 2026.	Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to \$590,000,000 of funding approved under the Transit and Intercity Capital Rail program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. (Based on 02/19/2026 text)		
AB 334 Petrie-Norris	Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)	Operators of toll facilities: interoperability programs: vehicle information. Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle's use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize an operator of a toll facility on federal-aid highways engaged	MTC supported the bill at introduction, but ceased support after substantial amendments prevented the bill from achieving its original purpose.	

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
		in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as "required" by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. (Based on 07/17/2025 text)		
AB 736 Wicks	Merged into SB 417 (Limon/Rivas)	The Affordable Housing Bond Act of 2026. Would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 04/10/2025 text)	Support and Seek Amendments	Support and Seek Amendments
AB 1599 Ahrens	08/27/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 128, Statutes of 2026.	Public transit: California Transit Stop Registry: transit datasets. 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 1837 González, Mark	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 900, Statutes of 2026.	Video imaging of parking violations. Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to	Support	

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
		enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. The bill would require a public transit operator that uses video imaging to enforce parking violations to report to the Legislature, as specified. The bill would exempt the City and County of San Francisco from this requirement. (Based on 08/24/2026 text)		
AB 1942 Bauer-Kahan	Joint Rule 62(a), file notice suspended. In committee: Held under submission.	Electric bicycles: registration and special license plates. Existing law prohibits a person from driving, moving, or leaving standing upon a highway, or in an offstreet public parking facility, any motor vehicle, trailer, semitrailer, pole or pipe dolly, or logging dolly, unless it is registered and the appropriate fees have been paid, except as specified. Existing law requires the Department of Motor Vehicles, upon registering a vehicle, to issue to the owner license plates that identify the vehicles for which they are issued for the period of their validity, as specified. Existing law also requires a motorized bicycle to display a special license plate issued by the department. Existing law authorizes a city or county to adopt a bicycle licensing ordinance or resolution, authorizes the licensing agency, by ordinance or resolution, to adopt rules and regulations for the collection of license fees, as specified, and sets the fee for each new bicycle license and registration certificate at a sum of no more than \$4 per year. Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions. This bill would require class 2 electric bicycles and class 3 electric bicycles to be registered with the department and to display a special license plate issued by the department. The bill would require the department to adopt regulations to implement these requirements, and would make a person operating a class 2 or class 3 electric bicycle in violation of these requirements guilty of an infraction punishable by specified fines. By creating a new crime, the bill would impose a state-mandated local program. (Based on 02/13/2026 text)		
AB 1944 Lee	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 909, Statutes of 2026.	Zero-emission transit buses: axle weight. Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021,		

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
		inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive. (Based on 08/19/2026 text)		
AB 2059 Wilson	09/27/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 576, Statutes of 2026.	California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation. The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties.		
AB 2168 Wicks	09/15/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 210, Statutes of 2026.	Active Transportation Program: guidelines. Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program, including guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would, on and after January 1, 2028, instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. (Based on 06/22/2026 text)		
AB 2296	09/29/2026 - Approved by the Governor.	Planning and zoning: housing element: regional housing needs allocation. 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,		

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
Papan	Chaptered by Secretary of State - Chapter 798, Statutes of 2026.	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 2308 Haney	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 932, Statutes of 2026.	Redevelopment: successor agency debt: City and County of San Francisco. Existing law dissolved redevelopment agencies and community development agencies as of February 1, 2012, and provides for the designation of successor agencies to, among other things, wind down the affairs of the dissolved redevelopment agencies and make payments due for enforceable obligations. Existing law, among other powers granted to successor agencies generally, additionally vests the successor agency to the former Redevelopment Agency of the City and County of San Francisco with the authority, rights, and powers of that former redevelopment agency solely for the purpose of issuing bonds or incurring other indebtedness, subject to the approval of the oversight board of the successor agency, to finance the construction of affordable housing and infrastructure required by specified development agreements, including the infrastructure required by the Transbay Implementation Agreement. Under existing law, these bonds and indebtedness are considered indebtedness incurred by the dissolved redevelopment agency secured by moneys deposited in the Redevelopment Property Tax Trust Fund established for that agency. This bill would specify this authority to issue bonds or incur other indebtedness to finance the infrastructure required by the Transbay Implementation Agreement includes entering into arrangements with the Transbay Joint Powers Authority and the City and County of San Francisco to extend the time period for pledges of gross sales proceeds and net tax increments, as specified. (Based on 08/27/2026 text)	Support	
AB 2346 Wilson	09/30/2026 - Approved by the Governor. Chaptered by	Vehicles: electric bicycles and speed limits. Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 2 electric bicycles		

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
	Secretary of State - Chapter 842, Statutes of 2026.	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 2372 Hoover	09/18/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 300, Statutes of 2026.	Vehicles: tolls. Existing law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an authorized emergency vehicle, as specified. This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the Department of the California Highway Patrol, as specified. (Based on 06/04/2026 text)		
AB 2508 Hoover	5/14/2026 Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/6/2026)	Public Utilities Public Purpose Programs Fund. Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Under existing law, the commission administers, or otherwise oversees, various public purpose programs, including energy efficiency and conservation programs, cost-effective energy efficiency programs, rate assistance programs for eligible food banks, and home insulation financial assistance programs. Under existing law, those programs are generally funded through a charge on electrical service, which is collected through customer rates. This bill would establish the Public Utilities Public Purpose Programs Fund. The bill would require the commission, no later than January 1 of each year, commencing January 1, 2027, to determine and publish the amount necessary to fund certain public purpose programs and programs administered by electrical regional energy networks for the following fiscal year, as provided. The bill would require the Controller to transfer, on July 1 of each fiscal year, from the Greenhouse Gas Reduction Fund to the Public Utilities Public Purpose Programs Fund moneys appropriated by the Legislature for that purpose. The bill would require all moneys in the Public Utilities Public Purpose Programs Fund to be allocated by the commission, upon appropriation by the Legislature, to fund the public purpose programs and programs administered by electrical regional energy networks, as provided. (Based on 03/26/2026 text)		Oppose
AB 2595 Papan	09/30/2026 - Approved by the Governor. Chaptered by	San Mateo Electric Bicycle Safety Pilot Program. Existing law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a "class 1 electric bicycle" is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide		

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
	Secretary of State - Chapter 843, Statutes of 2026.	assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25, except as specified. This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed. (Based on 06/15/2026 text)		
SB 193 Committee on Budget and Fiscal Review	09/18/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 259, Statutes of 202	Public resources: Greenhouse Gas Reduction Fund: programs. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, as provided. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. Existing law requires moneys collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law allocates moneys in the fund in a specified priority and continuously appropriates a certain amount of moneys in the fund for certain purposes. This bill would require interest income earned on those moneys to be deposited into the fund. By depositing additional moneys into a continuously appropriated fund, the bill would make an appropriation. (Based on 08/28/2026 text)		
SB 194 Committee on Budget and Fiscal Review	09/18/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter	Transportation. Existing law, until September 1, 2031, requires the State Air Resources Board, with funds provided in the Budget Act of 2026, to establish a new zero-emission electric vehicle incentive program for first-time zero-emission vehicle buyers and, as part of that program, to enter into grant agreements with light-duty passenger vehicle original engine manufacturers to provide incentives for consumers for the purchase or lease of new, and the purchase of		

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
	260, Statutes of 2026	used, light-duty passenger electric vehicles at the point of sale and registered to California residents. (Based on 08/28/2026 text)		
SB 417 Limon	6/25/2026 Approved by the Governor. Chaptered by Secretary of State. Chapter 16, Statutes of 2026.g.	The Veterans and Affordable Housing Bond Act of 2026. Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Existing law, the Veterans and Affordable Housing Bond Act of 2018, authorized, the issuance of bonds in the amount of \$4,000,000,000 to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as well as financing for a specified program for farm, home, and mobilehome purchase assistance for veterans, pursuant to the State General Obligation Bond Law. This bill would enact the Veterans and Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$11,250,000,000, pursuant to the State General Obligation Bond Law. Of the proceeds from the sale of these bonds, \$10,000,000,000 would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program, and \$1,250,000,000 would be used to provide additional funding for the above-described program for farm, home, and mobilehome purchase assistance for veterans, as provided. This bill would provide for submission of the bond act to the voters at the November 3, 2026, statewide general election, in accordance with specified law. This bill would declare that it is to take effect immediately as an urgency statute.	Support and Seek Amendments	Support and Seek Amendments
SB 741 Blakespear	09/18/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 247, Statutes of 2026	Low Carbon Transit Operations Program. Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements. This bill would repeal the requirement for the department to adopt guidelines. (Based on 07/01/2026 text)		

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
SB 750 Cortese	09/29/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 803, Statutes of 2026.	California Housing Finance Agency: credit enhancement mechanisms study. Would require the California Housing Finance Agency to conduct a comprehensive assessment of potential credit enhancement mechanisms designed to reduce borrowing costs for housing projects receiving state financial assistance that includes specified evaluations. The bill would require the agency to submit an interim report by January 1, 2028, and a final report by July 1, 2028, as specified. (Based on 08/31/2026 text)	Support	Support
SB 979 Strickland	4/30/2026 Failed Deadline pursuant to Rule 61(b)(6). (Last location was HOUSING on 2/11/2026)	Planning and zoning: housing element: regional housing needs allocation: judicial review. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, which includes, among other mandatory elements, a housing element. Current law requires the council of governments or delegate subregion, as applicable, to adopt a final regional housing needs plan that allocates a share of the regional housing need to each city, county, or city and county. Current law requires each council of governments and delegate subregion to distribute a draft allocation of regional housing needs to each local government in the region or subregion. Current law authorizes a local government within the region or the delegate subregion or the department to appeal to the council of governments or the delegate subregion for a revision of the share of the regional housing need proposed to be allocated to one or more local governments, as specified. Current law requires the council of governments or the delegate subregion to make a final determination that either accepts, rejects, or modifies each appeal, as provided. This bill would provide that the final determination by the council of governments or the delegate subregion is subject to judicial review, as specified. (Based on 02/04/2026 text)		Oppose
SB 1087 Cabaldon	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 1005, Statutes of 2026.	Transportation planning: sustainable communities strategies: transportation funding programs. Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation 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	Sponsor	Sponsor

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
		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 1167 Blakespear	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 846, Statutes of 202	Vehicles: electric bicycles. Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. (Based on 08/31/2026 text)	Support	
SB 1250 Cortese	09/29/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 821, Statutes of 2026.	State highway system: wildlife connectivity. 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 1375 Cortese	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 1030, Statutes of 2026.	California Environmental Quality Act: exemption: urban intermodal rail station project. The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA, except as specified, a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions,	Support	

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
		including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. The bill would require a lead agency, if it determines that a project is not subject to CEQA pursuant to this exemption, and it determines to carry out the project, to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk of the county in which the project is located, as provided. The bill would permit exemption only for projects for which a notice of exemption is filed before January 1, 2032. (Based on 08/19/2026 text)		
SB 1408 Arreguin	09/20/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 401, Statutes of 202	Contra Costa Transportation Authority: transactions and use tax. Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified. (Based on 08/30/2026 text)		
SB 1423 Stern	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 1039, Statutes of 2026	Regional planning: standardized spatial planning datasets. Existing law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. This bill would require the office, on or before July 1, 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 08/13/2026 text)		

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

2026 Legislative Calendar*

January

- 1: Statutes take effect
- 5: **Legislature reconvenes**
- 10: Budget must be submitted by Governor
- 16: Last day for **policy committees** to hear and report to fiscal committees **fiscal bills** introduced in their house in the odd-numbered year
- 19: Martin Luther King, Jr. Day observed
- 23: Last day for any committee to hear and report to the **Floor** bills introduced in that house in the odd-numbered year. Last day to **submit bill requests** to the Office of Legislative Counsel.
- 31: Last day for each house to pass bills introduced in that house in the odd-numbered year

February

- 16: Presidents' Day
- 20: Last day for bills to be **introduced**

March

- 26: **Spring Recess** begins upon adjournment
- 30: Cesar Chavez Day observed.

April

- 6: Legislature reconvenes from **Spring Recess**
- 24: Last day for **policy committees** to hear and report to **fiscal committees** **fiscal bills** introduced in their house

May

- 1: Last day for **policy committees** to hear and report to the Floor **non-fiscal** bills introduced in their house
- 8: Last day for **policy committees** to meet prior to June 1
- 15: Last day for **fiscal committees** to hear and report to the **Floor** bills introduced in their house. Last day for **fiscal committees** to meet prior to June 1.
- 25: Memorial Day
- 26-29: **Floor session only**. No committees may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 29: Last day for each house to pass bills introduced in that house

June

- 1: Committee meetings may resume
- 15: **Budget Bill** must be passed by **midnight**
- 25: Last day for a legislative measure to qualify for the Nov. 3 General Election ballot

July

- 2: Last day for **policy committees** to meet and report bills.
Summer Recess begins upon adjournment, provided Budget Bill has been passed.
- 3: Independence Day observed

August

- 3: Legislature reconvenes from **Summer Recess**
- 29: Last day for **fiscal committees** to meet and report bills
- 17-31: **Floor session only**. No committees may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 21: Last day to **amend** bills on the Floor
- 31: Last day for each house to pass bills. **Final Recess** begins upon adjournment

September

- 30: Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in the Governor's possession on or after Sept. 1

October

- 2: Bills enacted on or before this date take effect January 1, 2027.

November

- 3: General Election.
- 30: Adjournment *sine die* at midnight

December

- 7: 2027-28 Regular Session convenes for Organizational Session at 12 noon.

2027

- January 1: Statutes take effect

Source: compiled by the Office of the Assembly Chief Clerk (<https://clerk.assembly.ca.gov/>)
and the Office of the Secretary of The Senate (<https://www.senate.ca.gov/legdeadlines>).

*Dates are subject to change.

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

California Local & Regional Government Association Bill Position Resources

League of California Cities (“the League”)

<https://www.calcities.org/advocacy/bill-search>

California State Association of Counties (CSAC)

<https://www.counties.org/policy-issues/bill-report/>

California Association of Councils of Government (CALCOG)

<https://calcog.org/bill-tracker/>