

STAFF REPORT

SUBJECT: Legislative Update

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: May 26, 2026

Action Requested

Receive an informational update on recent legislative activities in Washington, D.C. and Sacramento.

Background

In March 2026, the Board of Directors approved LAVTA's 2026 Legislative Program to support LAVTA's advocacy needs and priorities in the coming year. Since then, LAVTA staff along with our state and federal advocacy partners have tracked the full scope of legislative initiatives in both Sacramento and Washington, D.C., in consideration of LAVTA's interests. This update reports on recent federal and state legislative activities.

Discussion

Federal Activities

The most recent weekly report from LAVTA's Washington, D.C., representative Carpi & Clay is included as Attachment 1. On May 17, House Transportation & Infrastructure Chairman Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA) released a draft, bipartisan bill known as the BUILD America 250 Act that would reauthorize the nation's surface transportation programs including those supporting public transportation for the five years spanning FY2027 through FY2031. The bill was expected to be marked up in Committee on May 21. Carpi & Clay's memo summarizing the bill and topline changes is provided as Attachment 2. Staff will provide an update on the latest developments at your May 26 meeting.

On March 31, the Federal Transit Administration (FTA) released their full FY2026 apportionments, which includes formula funds flowing to the Livermore-Pleasanton-Dublin Urbanized Area that LAVTA uses mainly for transit capital and ADA operating needs. For nationwide competitive bus grants, FTA awarded a significant share of FY2026 funds last year via advance appropriations, which will significantly reduce the amounts remaining for programming this year under the final year of the current surface-transportation authorization set to expire September 30.

Finally, with the resignation of Rep. Eric Swalwell from the House of Representatives on April 14, LAVTA staff has been informed that due to House rules, LAVTA's FY2026 Community Project Funding request for Heavy-Duty Equipment Procurement and Installation for the

Atlantis Facility, previously accepted by his office, will not be eligible for further consideration by the House Committee on Appropriations. LAVTA submitted the same request to the offices of Senator Padilla and Senator Schiff to advance through the relevant Senate Congressionally Directed Spending processes but to date the project has not appeared on either Senator's disclosures page. If included from either Senate office, the request would appear in the House Appropriations Committee's Subcommittee on Transportation, Housing and Urban Development, and Related Agencies' draft legislation anticipated in mid-May.

State Activities

The Legislature has been hearing the last of bills introduced in their houses of origin prior to the May 29 deadline for them to advance from a floor vote to the other chamber. An updated matrix of bills being tracked by LAVTA's Sacramento advocate, Townsend Public Affairs (TPA), is included as [Attachment 3](#).

State Budget Update

On May 14, Governor Newsom released the May revise of the FY2026-2027 state budget. The Governor is proposing \$246.6 billion in General Fund expenditures next fiscal year, approximately \$1.8 billion below the January proposal. The revised budget reflects the Administration's efforts to maintain budget balance while addressing longer-term fiscal challenges, including eliminating the projected structural deficit through July 2028 as part of a broader fiscal stabilization strategy. The proposal includes approximately \$29.9 billion in reserves for FY2026–2027, reflective of an improved fiscal outlook due to higher-than-expected revenues from personal income, corporate, and sales and use taxes are projected to exceed January estimates by \$16.5 billion over the three-year budget window, however this favorable trend is currently viewed as short-term in nature.

The budget uses a combination of new revenues, targeted spending reductions, and reserve deposits to reduce California's long-term structural deficit. Transportation investments prioritize highway maintenance, homeless encampment cleanup, emergency communication upgrades, and preparation for the 2028 Los Angeles Olympics. The budget also supports modernization projects for Caltrans, CHP, and DMV operations.

Cap-and-Invest Program Update

The California Transit Association and the California Association for Community Transportation (CalACT) have been actively working with a broad coalition of stakeholders to oppose the California Air Resources Board's (CARB) recommendation to shift \$2 billion in Greenhouse Gas Reduction Funds (GGRF) from which LAVTA typically receives annual allocations of Low Carbon Transit Operations Program (LCTOP) funds to support capital and operating priorities that support mode-shift to public transit from car-based trips. LAVTA has been working with its industry and advocacy partners to raise these concerns with legislators on the relevant policy and budget committees. CARB is scheduled to take action on a recommendation on May 28. Staff will bring updates on the latest developments to your May 26 meeting.

Next Steps

Staff with the support of our advocacy partners will continue to monitor legislative developments and provide updates to the Finance and Administration Committee and/or the Board as may be appropriate.

Fiscal Impact

None

Recommendation

None – Information only

Strategic Plan Goal Area

Advocacy and Partnerships

Attachments:

1. Federal Transportation Weekly Update (May 15)
2. Summary of the BUILD America 250 Act
3. State Legislative Matrix (as of May 15)



*This edition covers actions from May 2 – May 15.

May 15, 2026

NEXT WEEK IN CONGRESS

Senate Subcommittee to Hold Hearing on DCA Crash. On May 19, the Aviation, Space, and Innovation Subcommittee of the Commerce, Science, and Transportation Committee will hold a hearing titled “Preventing Future Collisions: Evaluation of FAA Safety Measures From the DCA Crash”. FAA Administrator Bryan Bedford will testify.

[MORE INFORMATION](#)

Senate Subcommittee to Hold Hearing on FY 2027 DOT Budget Request. On May 20, the Transportation, Housing and Urban Development Subcommittee of the Appropriations Committee will hold a hearing on the President’s FY 2027 DOT Budget request. DOT Secretary Sean Duffy will testify.

[MORE INFORMATION](#)

House Committee to Hold Hearing on TSA Modernization Since 9/11. On May 20, the Homeland Security Committee will hold a hearing titled “TSA Modernization: Industry Perspectives on Key Security and Travel Reforms 25 Years After 9/11”. Witnesses will include representatives from Airlines for America (A4A), Dallas Fort Worth International Airport, and the American Federation of Government Employees (AFGE).

[MORE INFORMATION](#)

House Subcommittee to Hold Hearing on FY 2027 DOT Budget Request. On May 21, the Transportation, Housing and Urban Development Subcommittee of the Appropriations Committee will hold a hearing on the President’s FY 2027 DOT Budget request. DOT Secretary Sean Duffy will testify.

[MORE INFORMATION](#)

THIS WEEK IN CONGRESS

Senate Passes Baby Changing on Board Act. On May 12, the Senate passed, by unanimous consent, [S. 71, the Baby Changing on Board Act](#). The bill requires Amtrak passenger rail trains to have a baby changing table in at least one restroom in each car, including in an Americans with Disabilities Act of 1990-compliant restroom. The bill now moves to the House for consideration.

THIS WEEK AT THE WHITE HOUSE

President Announces Transportation-Related Nominations. President Trump has announced the following transportation-related nominations:

- Karen Hedlund, to be a Member of the Surface Transportation Board (STB)
- David Cummins, to be Administrator of the Transportation Security Administration (TSA)

[MORE INFORMATION](#)

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION



FAA Announces FCT Grant Awards. FAA has announced the Federal Contract Tower (FCT) grant awards. The awards include \$750 million to replace eight air traffic control towers and Terminal Radar Approach Controls (TRACONs) and \$85.8 million to upgrade FCTs at 41 airports across 24 states.

[MORE INFORMATION](#)

FAA Publishes NPRM Restricting Operation of UAS in Close Proximity to a Fixed Site Facility. FAA has published a notice of proposed rulemaking (NPRM) that would implement section 2209, of the FAA Extension, Safety and Security Act of 2016, by establishing a process for operators and proprietors of certain fixed site facilities to request and maintain an unmanned aircraft flight restriction. The proposal also establishes requirements for applicants to demonstrate the unmanned aircraft flight restriction is necessary for: aviation safety, protection of people and property on the ground, national security, or homeland security. Lastly, the proposal identifies the types of operations that are allowed in the unmanned aircraft flight restriction UAFR. Comments are due by July 6, 2026.

[**MORE INFORMATION**](#)

FAA Announces Airport Vehicle Transponder Initiative. FAA has announced it will invest \$16.5 million, through the One Big Beautiful Bill, to equip approximately 1,900 FAA airport vehicles with transponders that allow air traffic controllers to better identify and track vehicles on runways and taxiways. FAA also reminded airports that federal grant funding may be used for similar equipment and encouraged airports, airlines, and other airfield operators to consider broader deployment.

[**MORE INFORMATION**](#)



FHWA Publishes BIP NOFO. DOT has published a notice of funding opportunity (NOFO) for the availability of \$3 billion through the Bridge Investment Program (BIP). The NOFO will fund projects under two categories:

1. Planning – supports planning, feasibility analyses, and revenue forecasting associated with the development of a future BIP eligible project
2. Project – supports bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs of \$100 million or less.

Applications are due by June 29, 2026.

[**MORE INFORMATION**](#)

FHWA Publishes Final Rule Rescinding Certain Required Federal-Aid Contract Provisions. FHWA has published a final rule that rescinds certain regulations issued on October 2, 1987, Required Contract Provisions, because they are no longer necessary. The rule is effective on June 10, 2026.

[**MORE INFORMATION**](#)



U.S. Department of Transportation

Federal Railroad Administration

FRA Publishes Certification of Signal Employees NPRM. FRA published a notice of proposed rulemaking (NPRM) that responds to petitions for reconsideration of FRA's May 21, 2024, final rule addressing the Certification of Signal Employees. Based on FRA's review and analysis of the issues raised in the petitions for reconsideration, this document proposes to rescind the final rule. Comments are due by July 14, 2026.

[**MORE INFORMATION**](#)

FRA Publishes Training, Qualification and Oversight for Safety-Related Railroad Employees Final Rule. FRA has published a final rule that responds to petitions for rulemaking, FRA is issuing this final rule to amend its regulation on Training, Qualification, and Oversight for Safety-Related Railroad Employees (Training Rule) to codify agency guidance and clarify existing requirements. The rule is effective on July 14, 2026.

[**MORE INFORMATION**](#)

FRA Publishes Certification of Dispatchers NPRM. FRA has published an NPRM that responds to petitions for reconsideration of FRA's May 21, 2024, final rule addressing the Certification of Dispatchers. Based on FRA's review and analysis of the issues raised in the petitions for reconsideration, this document proposes to rescind the final rule. Comments are due by July 14, 2026.

[**MORE INFORMATION**](#)



**Federal Transit
Administration**

FTA Publishes Pilot Program for TOD Planning NOFO. FTA has published a notice of funding opportunity (NOFO) for the availability of \$28.5 million through the Pilot Program for Transit-Oriented Development (TOD) Planning. The program helps fund projects that help local communities to integrate land use and transportation planning around a new fixed guideway or core capacity improvement project. Per statute, any comprehensive or site-specific planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. Applications are due by July 10, 2026.

[**MORE INFORMATION**](#)



NHTSA Announces Tesla Model Y First to Pass ADAS Tests. NHTSA has announced that the later release 2026 Tesla Model Y (manufactured on or after November 25, 2025) is the first vehicle model to pass the agency's new benchmark for vehicles with advanced driver assistance systems (ADAS). These pass/fail tests, which have recently been added to NHTSA's New Car Assessment Program (NCAP), ensures consumers have the information they need to assess the safety benefits of new technologies. The four tests the vehicle passed include:

- Pedestrian automatic emergency braking
- Lane keeping assistance
- Blind spot warning, and
- Blind spot intervention

[MORE INFORMATION](#)

OTHER

GAO Publishes Report on Hydrogen Energy. GAO has published a report titled [Hydrogen Energy: Technologies Offer Potential Benefits But Face Challenges to Widespread Use](#).

The report examines current and emerging hydrogen energy technologies, including production, transport, storage, and potential uses in power generation, transportation, aviation, maritime operations, and industrial applications. GAO found that hydrogen could provide benefits such as long-duration energy storage, improved energy resilience, reduced on-site emissions, quiet operation, and advantages for some heavy-duty transportation uses. In transportation, the report notes that hydrogen may be better suited than batteries for certain long-distance heavy-duty vehicles, aircraft, and maritime vessels because batteries can be heavy, slow to charge, and limited by lower energy content by weight. The report specifically identifies hydrogen fuel cell buses as a potential transit application, noting that they can offer quicker refueling, better range, smoother operation, reduced emissions, and fewer weather-related efficiency issues, while also emphasizing that refueling infrastructure, safety systems, and facility readiness remain important considerations for deployment. More broadly, GAO notes that high costs, limited refueling and storage infrastructure, safety and efficiency challenges, unclear standards, and permitting issues continue to limit broader deployment of hydrogen technologies.



Channon Hanna, Partner at Carpi & Clay Government Relations, brings over 20 years of expertise in navigating federal transportation policy complexities to advance priorities for public and private sector clients across all modes of transportation.



To: Livermore Amador Valley Transit Authority (LAVTA)
 From: Channon Hanna, Partner
 Laura Morgan-Kessler, Partner
 Date: May 18, 2026
 Re: Summary of the BUILD America 250 Act

On May 17, the House Transportation & Infrastructure Committee unveiled a bipartisan draft bill titled the Building Unrivaled Infrastructure and Long-term Development for America's 250th Act or the BUILD America 250 Act. The bill reauthorizes federal surface transportation programs from FY 2027 – FY 2031 that expire on September 30, 2026.

BILL TEXT **SECTION-BY-SECTION**

The Committee is aiming to mark up the bill on Thursday, May 21. Below is a summary of the proposed authorization levels and major policy provisions.

OVERALL AUTHORIZATION

The bill provides \$590 billion across all agencies. This is approximately \$70 billion less than the Infrastructure Investment and Jobs Act (IIJA) authorizations which provided \$660 billion in funding.

Agency	FY 2027 to 2031 Total
Federal Highway Administration (FHWA)	\$393.26 billion
Federal Transit Administration (FTA)	\$102.74 billion
Federal Railroad Administration (FRA)	\$64.53 billion
Office of the Secretary (OST)	\$18.25 billion
National Highway Traffic Safety Administration (NHTSA)	\$5.68 billion
Federal Motor Carrier Safety Administration (FMCSA)	\$5.18 billion
Pipeline and Hazardous Materials Safety Administration (PHMSA)	\$614.13 million
Grand Total	\$590.25 billion

PUBLIC TRANSPORTATION

Major account/program	FY27–FY31 Total
Urbanized Area Formula Grants	\$39.99 billion
State of Good Repair Grants	\$23.25 billion
Capital Investment Grants	\$15 billion
Grants for Buses, Bus Facilities, and Ferries	\$10.02 billion
Rural Area Grants	\$5.2 billion
Growing States / High-Density States	\$4.47 billion
Enhanced Mobility of Seniors and Individuals with Disabilities	\$2.3 billion
Planning Programs	\$1.14 billion
Public Transportation Innovation	\$234 million
Technical Assistance and Workforce Development	\$106 million
Emergency Relief Program	\$125 million

MAJOR POLICY CHANGES

- Creates a new consolidated State Block Grant Program (SBGP).
 - Allows states to consolidate funding from Sections 5310, 5311, 5336, 5337, 5339(a), and 5340 into one state-administered block grant.
 - Excludes funds for a “primary urbanized area” where the state is not the designated recipient.
 - A “primary urbanized area” is defined as:
 - an urbanized area with a population of at least 3.5 million; or
 - a multi-State urbanized area with a population of at least 200,000.
 - For non-primary urbanized areas, the state would have to notify designated recipients and give them an opportunity to participate or decline.
 - A designated recipient would have 60 days to respond to the state’s notice.
 - If a designated recipient does not respond within 60 days, the bill treats that as agreement to participate.
 - If a majority of direct recipients in the relevant urbanized area elect to participate, the designated recipient must participate.
 - If a designated recipient affirmatively declines to participate, it cannot participate in the state block grant program for the next three fiscal years.
 - To receive the consolidated block grant, the state would have to submit an application to DOT.
 - DOT would have to determine that the state can effectively administer the block grant and comply with federal requirements.
 - DOT would calculate or verify minimum funding obligations to ensure that certain areas receive at least the amount they would otherwise have received under the underlying formula programs.
 - Eligible uses under the block grant would be broad and would include activities otherwise eligible under the consolidated programs, including:

- Capital projects
 - Planning
 - Operating costs
 - Job access and reverse commute projects
 - Senior and disability mobility projects
 - ADA-related projects beyond minimum compliance
 - Alternatives to public transportation for seniors and individuals with disabilities
 - Acquisition of public transportation service
 - Intercity bus activities
 - State of Good Repair projects
 - Bus replacement, rehabilitation, and purchase
 - Bus facilities
 - Other activities eligible under Sections 5307, 5310, 5311, 5337, 5339(a), and 5340
 - Block grant would allow funding to be used for operating costs notwithstanding certain current Section 5307 operating limitations.
 - State would have to submit annual reports identifying project applications, selected projects, project costs, recipients, locations, congressional districts, and project descriptions.
 - DOT would have to make the state reports publicly available.
 - Block grant would also be subject to records, audits, and evaluation requirements.
- Expands operating assistance flexibility by allowing certain systems operating between 101 and 125 buses in peak service to use a portion of Urbanized Area Formula funds for operating assistance, capped at 25 percent of the applicable apportionment share.
 - Eliminates the standalone Low or No Emission Grant Program.
 - Renames the program “Grants for Buses, Bus Facilities, and Ferries” and adds ferry eligibility and includes a rural set-aside for new ferry service.
 - Creates a new bus procurement cost-control regime.
 - Beginning in FY 2029, DOT would have to publish an annual schedule setting the maximum amount of federal funds that may be used for each bus unit.
 - Schedule must be published by October 1 each year and be based on bus propulsion type and vehicle length.
 - Must include every commercially available combination of propulsion type and vehicle length.
 - The maximum federal payment would phase down over time:
 - In FY 2029, the maximum federal payment would equal the average of 80 percent of recent procurement prices for buses with the same propulsion type and vehicle length.
 - In FY 2030, the maximum federal payment would equal the average of 75 percent of recent procurement prices.
 - In FY 2031 and thereafter, the maximum federal payment would equal the average of 70 percent of recent procurement prices.

- If DOT does not publish the annual schedule on time, the prior year's schedule remains in effect.
 - The prior schedule would be adjusted for inflation using the Producer Price Index.
 - Current law generally applies federal cost-share rules to eligible transit capital projects.
 - Current law does not impose a separate annual per-bus cap on the amount of federal funding that can be used for each bus unit.
 - Under this provision, a bus purchase could be eligible and still receive less federal funding if the bus price exceeds DOT's maximum federal payment schedule.
 - The provision does not prohibit an agency from buying a more expensive bus, however, the federal contribution would be capped, and transit agencies would have to cover any amount above the federal cap with non-federal funds or adjust the procurement.
 - Creates an exemption for certain purchases made through qualifying state cooperative procurement schedules.
 - To qualify, the schedule must use standardized vehicle models.
 - It must reduce or eliminate customization.
 - It must comply with federal procurement requirements.
 - It must be expected to reduce per-unit costs compared to a standalone procurement.
 - DOT would have to provide technical assistance to states developing these schedules.
 - DOT would also have to maintain a list of compliant state cooperative procurement schedules.
- Adds new crime prevention, security, and fare evasion requirements.
 - Urbanized Area Formula recipients would have to spend at least 1 percent of certain formula funds on crime prevention and security projects.
 - Beginning in FY 2028, FTA would withhold 10 percent of section 5307 assistance from a direct recipient if fare evasion is not treated as a civil or criminal offense under applicable state or local law.
 - Expands eligible transit crime prevention uses.
 - Eligible activities include fare enforcement, prevention of fare evasion, hiring transit officers, contracting with local police, hiring transit support specialists, and other anti-crime activities.
 - Revises transit safety requirements.
 - The bill modifies public transportation safety program and agency safety plan requirements, including passenger safety, assaults, violent crime, fare evasion mitigation, and safety performance measures.
 - It increases the safety-related set-aside for certain large urbanized area recipients from 0.75 percent to 1 percent.
 - Practical effect:
 - Rail and large transit agencies may face additional safety planning, reporting, and spending obligations.

- Agencies may need to align safety plans with new federal expectations around crime and passenger safety.
- Requires direct recipients that allocate Section 5307 funds to an inaccessible legacy rail fixed guideway system to expend a percentage of their total formula apportionment on accessibility capital projects beginning in FY 2028, scaled to the share of inaccessible stations under the direct recipient's control:
 - 3 percent if 30 percent or fewer of stations are inaccessible
 - 4 percent if between 31 and 50 percent of stations are inaccessible
 - 5 percent if more than 51 percent of stations are inaccessible
- Changes FTA oversight of Urbanized Area Formula recipients.
 - The bill moves from a mandatory triennial review model toward a more audit-driven approach and allows the Secretary to waive triennial reviews for recipients without a pattern of deficiencies, while still requiring at least one review every 10 years.
 - Practical effect:
 - Lower-risk agencies may see reduced review burden.
 - Agencies with repeated findings may face more targeted scrutiny.
- Makes transit NEPA and project delivery changes.
 - Includes early land acquisition flexibility, expanded categorical exclusion thresholds, programmatic agreement authority, and updates to categorical exclusions for public transportation projects.
- Modifies Capital Investment Grants.
 - "Small Starts" would become "Streamlined Starts."
 - Project cost threshold would increase to less than \$1 billion, with federal CIG assistance capped at 50 percent.
- Adds new requirements for transit partnerships with rideshare and taxicab services.
 - If a transit recipient uses a rideshare or taxicab service, the recipient must make more than one transportation service company available to customers.
 - Requires disclosure of drug and alcohol testing differences.
- States that rideshare or taxicab services must supplement, not supplant, fixed-route or route-based public transportation provided by the recipient.
- Expands existing transit rolling stock supply-chain restrictions by broadening the prohibition beyond certain foreign-linked manufacturers to also cover related entities, affiliates, successors, joint ventures, covered individuals, electric powertrains, and certain bus charging or fueling infrastructure connected to covered vehicles.
- Requires DOT to make written determinations on Buy America waiver requests within 180 days, with one limited extension.
- Prohibits DOT from issuing policy, regulations, or guidance setting a transit vehicle spare ratio.

- Requires FTA to publish certain split letters and requires designated recipients to provide a rationale when allocations use something other than the federal apportionment formula or non-Census population data.
- Creates a more formal process for private intercity and charter operators seeking access to federally funded public transportation facilities.
 - Recipients would have to respond in writing within 90 days, and DOT would establish a reasonable access standard.

FEDERAL-AID HIGHWAYS

Major account/program	FY27–FY31 Total
Core Federal-aid highway programs	\$293.89 billion
Bridge Completion Program	\$10 billion
Bridge Formula Program	\$46 billion
Safe Streets and Roads for All (SS4A)	\$3.75 billion
PROTECT discretionary grants	\$2.5 billion
Surface Transportation Accelerator Grants	\$12 billion
TIFIA credit assistance	\$1.25 billion
Federal Lands Access Program	\$1.63 billion
Tribal Transportation Program	\$3.36 billion
Truck Parking Pilot Program	\$750 million
Wildlife Crossings Pilot Program	\$400 million

MAJOR POLICY CHANGES

- Creates or expands major discretionary highway opportunities.
 - Funds the Surface Transportation Accelerator Grant Program at \$2.4 billion annually.
 - It also funds SS4A, PROTECT discretionary grants, truck parking, wildlife crossings, and bridge completion.
- Limits DOT’s ability to terminate, withhold, or delay the execution of a grant agreement based on non-statutory program goals or agency priorities.
- Significant project delivery and NEPA reforms:
 - Makes broad changes intended to streamline environmental review and project delivery for surface transportation projects.
 - Expands the use of One Federal Decision, which is intended to coordinate federal agency reviews, reduce duplicative processes, and establish a more unified timeline for project approvals.

- Includes provisions aimed at reducing duplicative environmental reviews when another federal agency, state, or local entity has already completed a substantially similar review.
 - Includes changes to categorical exclusions, including provisions that could make more projects eligible for streamlined environmental review rather than requiring more extensive NEPA documentation.
 - Directs updates to categorical exclusions for public transportation projects, including projects such as transit shelters and other lower-impact transit improvements, while seeking to minimize documentation and study burdens.
 - Allows more flexibility for early land acquisition for FTA-funded projects before the completion of NEPA, which could help project sponsors preserve right-of-way or avoid cost escalation while environmental review is still pending.
 - Expands or reinforces the use of programmatic agreements, which can allow agencies to apply pre-approved review processes to recurring project types rather than starting from scratch each time.
 - Includes provisions intended to accelerate agency decision-making and prevent environmental reviews from remaining open indefinitely.
- Creates a consolidated highway funding pilot program.
 - Up to 10 states could receive certain highway funds as a consolidated lump sum.
 - To participate, a state would have to meet certain performance and asset management conditions, including:
 - minimum pavement condition levels established by the Secretary;
 - minimum bridge condition levels for National Highway System bridges;
 - use of a performance-based planning and programming process; and
 - recertification requirements for the state's National Highway System asset management plan.
 - A participating state's application must include a plan explaining how the state and affected metropolitan planning organizations (MPOs) would continue to meet, or make significant progress toward meeting, national performance measures and standards.
 - Funds in the consolidated pilot could be used for projects eligible under several major highway programs, including:
 - National Highway Performance Program;
 - Surface Transportation Block Grant Program;
 - Highway Safety Improvement Program;
 - Congestion Mitigation and Air Quality Improvement Program;
 - metropolitan planning; and
 - National Highway Freight and High Priority Corridor Program.
 - Includes population-based allocation protections. Of the total funds provided to a state under the pilot, 25 percent would have to be obligated across areas of the state based on relative population, including:
 - Urbanized areas over 200,000;
 - Urbanized areas between 50,000 and 200,000;
 - Urban areas between 5,000 and 49,999; and
 - Areas under 5,000.
 - The remaining 75 percent could be obligated in any area of the state, giving the state significantly more flexibility over where and how funds are spent.

- For urbanized areas over 200,000, the state generally must obligate funds based on relative population, unless the State and relevant MPOs jointly request permission from the Secretary to use other factors.
 - Requires consultation with MPOs and regional transportation planning organizations, including a process for allocating funds equitably among urbanized areas between 50,000 and 200,000 and consultation before obligating funds attributed to areas under 50,000.
 - Programming and expenditure of funds under the pilot must remain consistent with statewide and metropolitan planning requirements.
 - Local government concern: because 75 percent of the funding could be used anywhere in the state, cities, counties, and regional agencies may worry that funding becomes less predictable and more dependent on state DOT priorities.
 - Under this pilot local governments and MPOs would need to be more proactive in state programming discussions to make sure city, county, safety, freight, bridge, and corridor priorities are not crowded out by statewide projects.
- Adds a new annual registration fee of \$130 for electric vehicles and \$35 for plug-in hybrid vehicles.
 - States would be required to collect the fees through vehicle registration or renewal or obtain FHWA approval for an alternate collection method.
 - If a state fails to comply, FHWA would withhold an amount equal to 125 percent of the amount required to be remitted from the state's highway apportionments.
 - Beginning in 2029, the fees would increase by \$5 every two years, capped at \$150 for EVs and \$50 for plug-in hybrids.
 - Fees would terminate on October 1, 2036.
 - Extends the Emergency Relief program construction obligation deadline, requiring projects to advance to the construction obligation stage by the last day of the fourth fiscal year after the later of the Governor's emergency declaration or the President's major disaster declaration.
 - The Secretary may extend this deadline in one-year increments if the Governor provides suitable justification and must extend it if a project is delayed due to lack of necessary permits or approvals.
 - Limits use of truck parking pilot funds for EV charging or fueling infrastructure.
 - Funds may not be used for construction or development activities that would enable construction of charging or fueling infrastructure for vehicle propulsion, including commercial motor vehicles.
 - Does not limit the use of other funding sources for charging or fueling infrastructure.
 - Adds hydrogen vehicles to existing truck weight flexibility for gas and electric battery vehicles.
 - Surface Transportation Block Grant (STBG) changes:
 - Expands eligible uses to include:
 - Infrastructure improvements that help an existing surface transportation asset withstand weather events or natural disasters, or increase resilience from natural disaster impacts
 - Rail planning

- Digital infrastructure
 - Certain resilience projects that would otherwise be eligible under PROTECT program
 - Limits funds for newly eligible state-supported passenger rail station or equipment projects to no more than 5% of state apportionment
 - Allows certain Highway Safety Improvement Program funds to count toward the non-federal share for eligible bike/ped projects that include FHWA Proven Safety Countermeasures and are tied to state or local safety plans.
 - Clarifies that nothing in STBG requires an MPO or State to develop or include a resilience improvement plan in its transportation plan.
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program changes:
 - Expands eligibility for:
 - Projects that deploy advanced transportation and congestion management technologies that reduce traffic congestion or improve air quality
 - Digital infrastructure projects that reduce traffic congestion or improve traffic flow
 - Phased reduction in minimum CMAQ spending for certain EV charging-related projects, allowing states to obligate CMAQ funds anywhere in the state for certain NEVI-related project types, but requiring minimum obligations of:
 - 10 percent in FY27
 - 9 percent in FY28
 - 8 percent in FY29
 - 7 percent in FY30
 - Requires states and MPOs to consider cost-effectiveness in improving air quality when selecting CMAQ projects, including recommendations from the Secretary.
 - Changes the priority language for PM2.5 nonattainment or maintenance areas to prioritize benefits, to the extent practicable, for populations living in or immediately adjacent to those areas.
 - Requires annual DOT notification to state DOTs and relevant MPOs about CMAQ project cost-effectiveness information and the requirement to consider that information in project selection.
 - Repeals two IIJA CMAQ-related sections: one on prioritization of certain projects and one on operating assistance.
- Creates Surface Transportation Accelerator Grant Program that can support highway, bridge, transit, rail, freight, multimodal, mobility management, and local/regional surface transportation projects, structured as three separate grant programs:
 - Rural Surface Transportation Grants (25%)
 - Urban Surface Transportation Grants (25%)
 - Local and Regional Surface Transportation Grants (50%)
- Repeals:
 - Neighborhood Access and Equity Grant Program
 - PROTECT formula program
 - Carbon Reduction Program

- Environmental Review Implementation Funds Program
- Continues the national 10 percent Disadvantaged Business Enterprise (DBE) goal and directs DOT to develop objective criteria for how states and unified certification programs evaluate whether an individual qualifies as socially and economically disadvantaged.
- Requires a study on establishing a federal infrastructure bank.
- Makes infrastructure finance changes to the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, including eligibility and procedural updates.
 - Adds emergency loan relief authority for certain TIFIA borrowers following major disasters.

INNOVATION

Major account/program	FY27–FY31 Total
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants	\$500 million
Strategic Innovation for Revenue Collection	\$75 million
National Motor Vehicle Per-Mile User Fee Pilot	\$50 million
University Transportation Centers	\$435.3 million

MAJOR POLICY CHANGES

- Extends and modifies the SMART grant program, encouraging new and emerging technologies that have not been widely deployed.
- Adds cybersecurity protection measures as an eligible technology activity.
- Requires the Secretary to protect personally identifiable information when using predictive analytics, telematics, or other validated data tools, and to apply consistent privacy practices across all DOT offices. Within one year, the Secretary must issue guidance on best practices for anonymizing safety data, promoting transparency, and ensuring data tools rely on validated methodologies.
- Encourages the use of digital platforms, which could be used to support electronic permitting, digital project delivery, online grant/project management, and other transportation administration tools.
- Extends alternative revenue and per-mile user fee pilots.
 - The national motor vehicle per-mile user fee pilot language shifts from “demonstrate” to “implement” and emphasizes preserving the user-pays principle of the Highway Trust Fund.
- Adds restrictions on certain foreign-made LiDAR technology.
 - Prohibits DOT from procuring or funding certain covered LiDAR technology tied to covered foreign countries or companies; transportation technology projects using

LiDAR for traffic management, AV pilots, smart corridors, or safety systems may need stronger supply-chain due diligence.

RAILROADS AND HAZARDOUS MATERIALS

Major account/program	FY27–FY31 Total
Amtrak Northeast Corridor (NEC)	\$10.36 billion
Amtrak National Network	\$20.71 billion
National Intercity Passenger Railroad Partnership Program	\$18.5 billion
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants	\$9.1 billion
Railroad Crossing Safety Improvements and Elimination	\$3.65 billion
FRA Safety and Operations	\$1.54 billion
FRA Railroad R&D	\$255 million
Amtrak Office of Inspector General	\$160 million
Hazardous Materials Safety	\$380 million
Hazardous Materials Safety Training Grants	\$40 million

MAJOR POLICY CHANGES

- Includes a California High-Speed Rail working group:
 - Membership:
 - Representatives from the California High-Speed Rail Authority
 - One member from a group representing railroad employees
 - One member designated by the Speaker of the House
 - One member designated by the Senate Majority Leader
 - One member designated by the House Minority Leader
 - One member designated by the Senate Minority Leader
 - Four members designated by the DOT Secretary
 - Must evaluate whether the project will meet the outcomes and criteria required under California Proposition 1A (2008).
 - Assess whether the planned passenger service will require a local, state, or federal operating subsidy.
 - Evaluate whether the route alignment reduces highway congestion, reduces community impacts, and follows existing transportation or utility corridors.
 - Assess the cost and timeline for completing Phase 1.
 - Review committed funding sources for the initial operating segment and Phase 1.
 - Evaluate the economic justification for the project and the impact of completing the project on California’s ability to invest in other transportation infrastructure, including resilience and infrastructure important to interstate commerce.
 - Prohibits the Secretary from making a grant or other Federal financial assistance award to the California High-Speed Rail Authority using funds made available under the Act until the report is submitted or two years after enactment, whichever is earlier.

- DOT must consider the working group's recommendations when determining future federal funding requests for the project.
- Requires FRA to take a more active role in reviewing blocked crossing incidents.
 - For repeated blocked crossing issues, FRA would review incident data and, in consultation with the railroad, examine the causes of blocked crossing incidents.
 - Railroads would be required to maintain blocked crossing data for up to 60 days.
 - FRA would:
 - Identify and evaluate voluntary, practicable measures to reduce the frequency and duration of blocked crossing incidents.
 - Assess whether projects are eligible for federal financial assistance, including under the rail crossing safety and CRISI-related programs.
 - Consider whether reasonably accessible and safe alternative routes exist, including for emergency responders.
 - Public access to blocked crossing information:
 - Requires FRA to publish a link on the existing blocked crossing portal on the FRA website within 60 days of enactment.
 - Requires DOT to make the railroad point-of-contact telephone service publicly available on DOT's website.
 - DOT must engage with state and local emergency services to focus on best practices and reduce first responder delays at rail crossings.
 - DOT must work with railroads to identify critical crossings for first responders and potential operational changes.

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Livermore Amador Valley Transit Authority Legislative Matrix

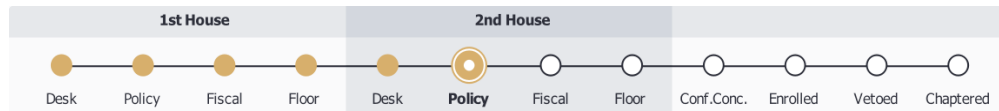
Support

SB 239 (Arreguín, D) Open meetings: teleconferencing: subsidiary body.

Current Text: 04/07/2025 - Amended [HTML](#) [PDF](#)

Last Amended: 04/07/2025

Status: 05/11/2026 - Referred to Com. on L. GOV.



Location: 05/11/2026 - Assembly Local Government

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. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. (Based on 04/07/2025 text)

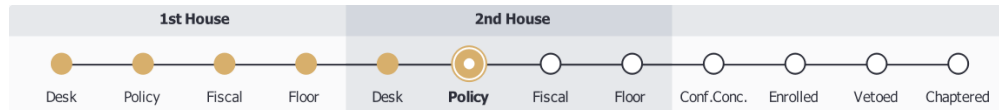
Recommend Watch (Informal)

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

Current Text: 01/14/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 01/14/2026

Status: 05/06/2026 - Referred to Com. on N.R. & W.



Location: 05/06/2026 - Senate Natural Resources and Water

Summary: The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, approved by the voters as Proposition 4 at the November 5, 2024, statewide general

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

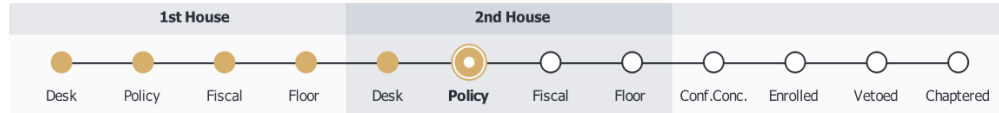
All Tracked Legislation

AB 34 (Patterson, R) California Renewables Portfolio Standard Program: local publicly owned electric utilities: large hydroelectric generation.

Current Text: 01/05/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 01/05/2026

Status: 05/06/2026 - Referred to Coms. on E., U & C. and E.Q.



Location: 05/06/2026 - Senate Energy, Utilities and Communications

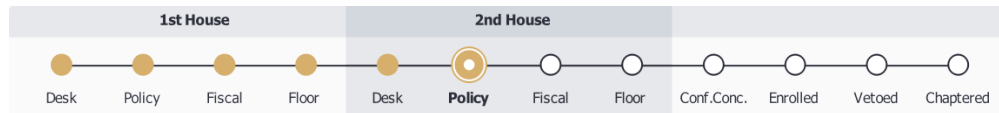
Summary: The California Renewables Portfolio Standard Program requires retail sellers and local publicly owned electric utilities to procure a minimum quantity of electricity products from eligible renewable energy resources during certain compliance periods up to December 31, 2030. Current law provides that a local publicly owned electric utility is not required to procure a certain amount of eligible renewable energy resources if, during a year within those compliance periods, the local publicly owned electric utility receives more than 40% of its retail sales from large hydroelectric generation under an ownership agreement or contract in effect as of January 1, 2018. Current law authorizes the State Energy Resources Conservation and Development Commission (Energy Commission) to establish appropriate multiyear compliance periods for local publicly owned electric utilities beyond December 31, 2030. This bill would provide that the provision related to the procurement of eligible renewable energy resources by local publicly owned electric utilities also applies to the compliance periods established by the Energy Commission. (Based on 01/05/2026 text)

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

Current Text: 01/14/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 01/14/2026

Status: 05/06/2026 - Referred to Com. on N.R. & W.



Location: 05/06/2026 - Senate Natural Resources and Water

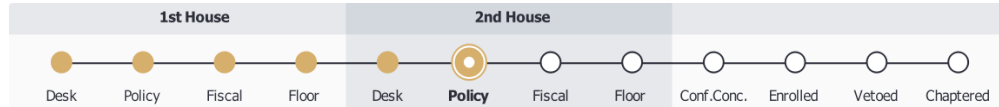
Summary: The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, approved by the voters as Proposition 4 at the November 5, 2024, statewide general election, authorized the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State

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

AB 714 (Fong, D) California Private Postsecondary Education Act of 2009: exemptions: commercial driving licenses.

Current Text: 02/14/2025 - Introduced [HTML](#) [PDF](#)

Status: 05/06/2026 - Referred to Coms. on B. P. & E.D. and ED.



Location: 05/06/2026 - Senate Business, Professions and Economic Development

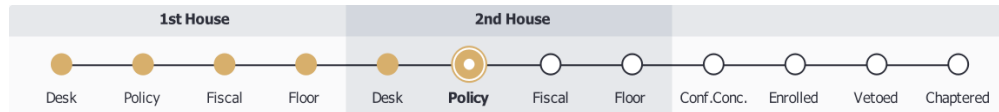
Summary: The California Private Postsecondary Education Act of 2009 provides, among other things, for student protections and regulatory oversight of private postsecondary institutions in the state. The act is enforced by the Bureau for Private Postsecondary Education within the Department of Consumer Affairs. The act exempts certain institutions from its provisions, including an institution that does not award degrees and that solely provides educational programs for total charges of \$2,500 or less, as provided. This bill would provide that the above-described exemption from the California Private Postsecondary Education Act of 2009 for institutions that do not award degrees and that solely provide educational programs for total charges of \$2,500 or less does not apply to institutions that provide any training or curriculum for Class A, B, or C commercial driving licenses. (Based on 02/14/2025 text)

AB 1070 (Ward, D) Residential developments: building standards: review.

Current Text: 01/05/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 01/05/2026

Status: 05/06/2026 - Referred to Com. on HOUSING.



Location: 05/06/2026 - Senate Housing

Summary: The California Building Standards Law, establishes the California Building Standards Commission within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code. Current law requires the commission to publish, or cause to be published, editions of the code in its entirety once every 3 years. Current law requires the building standards and rules and regulations to impose substantially the same requirements as are contained in the most recent editions of specified international or uniform industry codes, including the International Residential Code of the International Code Council. Current law establishes the Department of Housing and Community Development (department) and requires the department to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would require the department to convene a working group no later than December 31, 2027, to research and consider identifying and

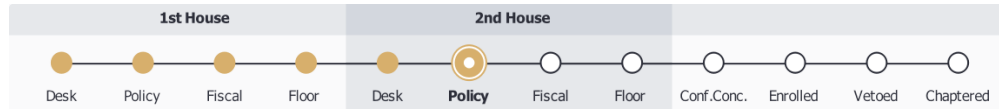
recommending amendments to state building standards allowing residential developments of between 3 and 10 units to be built under the requirements of the California Residential Code, as specified. The bill would require the department, no later than December 31, 2028, to provide a one-time report of its findings to the Legislature in the annual report described above. (Based on 01/05/2026 text)

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

Current Text: 01/22/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 01/22/2026

Status: 05/06/2026 - Referred to Com. on L., P.E. & R.



Location: 05/06/2026 - Senate Labor, Public Employment and Retirement

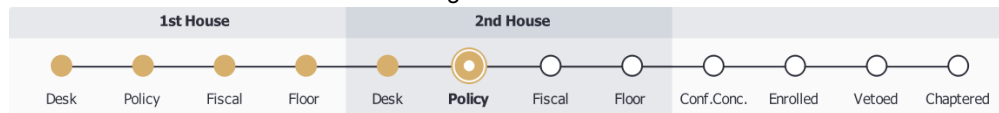
Summary: Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law requires the body awarding a contract for a public work to obtain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

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

Current Text: 01/05/2026 - Amended [HTML](#) [PDF](#)

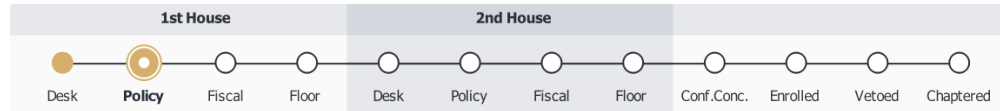
Last Amended: 01/05/2026

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

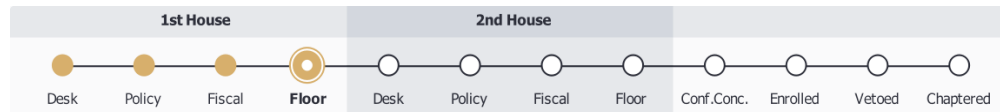


Location: 01/29/2026 - Senate Rules

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

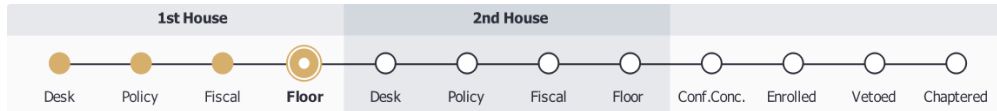
AB 1745 (Gonzalez, Jeff, R) Motor Vehicle Fuel Tax Law: suspension of tax.**Current Text:** 02/09/2026 - Introduced [HTML](#) [PDF](#)**Status:** 02/23/2026 - Referred to Com. on TRANS.**Location:** 02/23/2026 - Assembly Transportation

Summary: The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. (Based on 02/09/2026 text)

AB 1837 (González, Mark, D) Video imaging of parking violations.**Current Text:** 04/23/2026 - Amended [HTML](#) [PDF](#)**Last Amended:** 04/23/2026**Status:** 05/15/2026 - Set for Hearing 5/18/2026**Calendar:** 05/18/26 #486 A-THIRD READING**Location:** 05/15/2026 - Assembly THIRD READING

Summary: 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 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. (Based on 04/23/2026 text)

AB 1941 (González, Mark, D) Organized metal theft.**Current Text:** 03/26/2026 - Amended [HTML](#) [PDF](#)**Last Amended:** 03/26/2026**Status:** 05/15/2026 - Set for Hearing 5/18/2026**Calendar:** 05/18/26 #120 A-SECOND READING



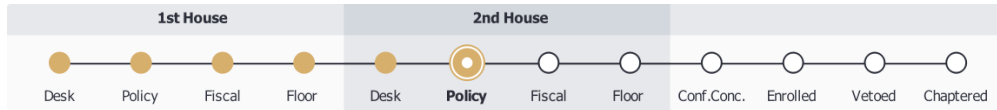
Location: 05/15/2026 - Assembly **SECOND READING**

Summary: Existing law makes a person who is a dealer in or collector of junk, metals, or secondhand materials, or their agent, employee, or representative, who buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that the person knows or reasonably should know is used by or belongs to specified entities, including a railroad, certain utility companies, or a public entity engaged in furnishing public utility service, without using due diligence to ascertain that the person selling or delivering that material has a legal right to do so, guilty of criminally receiving that property and, in addition to imprisonment, makes that act punishable by a fine of not more than \$5,000. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items with the intent to sell, exchange, or return those metal materials for value, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. (Based on 03/26/2026 text)

AB 1944 (Lee, D) Zero-emission transit buses: axle weight.

Current Text: 02/13/2026 - Introduced [HTML](#) [PDF](#)

Status: 05/06/2026 - Referred to Com. on TRANS.



Location: 05/06/2026 - Senate Transportation

Summary: Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive. (Based on 02/13/2026 text)

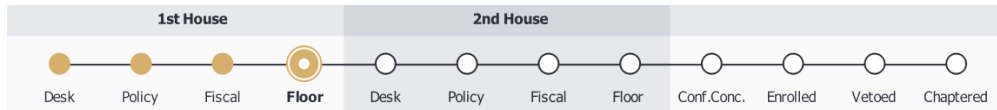
AB 2074 (Haney, D) Regional transit hub districts: downtown housing developments.

Current Text: 04/09/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 04/09/2026

Status: 05/15/2026 - Set for Hearing 5/18/2026

Calendar: 05/18/26 #159 A-SECOND READING



Location: 05/15/2026 - Assembly **SECOND READING**

Summary: The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning

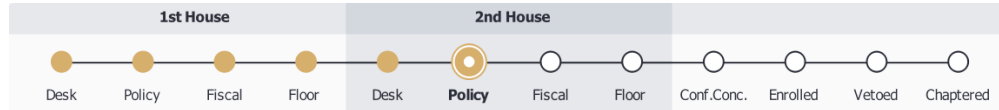
standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would prescribe requirements for downtown housing developments, including requiring specified labor standards and requiring the developments to be eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation. (Based on 04/09/2026 text)

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

Current Text: 05/05/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 05/05/2026

Status: 05/14/2026 - Read third time. Urgency clause adopted. Passed. Ordered to the Senate. (Ayes 77. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.



Location: 05/14/2026 - Senate Rules

Summary: Existing law requires, in the event of an emergency within the jurisdiction of a local agency that provides emergency response services and that serves a population within which 5% or more of the people speak English less than “very well,” according to American Community Survey data, and jointly speak a language other than English, that the local agency provide information related to the emergency in English and in all languages spoken jointly by the 5% or more of the population that speaks English less than “very well,” as specified. This bill would revise these provisions to instead require the local agency to provide information related to an emergency within a local agency’s jurisdiction in English and translated in each language spoken by 5% or more of the population that speaks English less than “very well.” (Based on 05/05/2026 text)

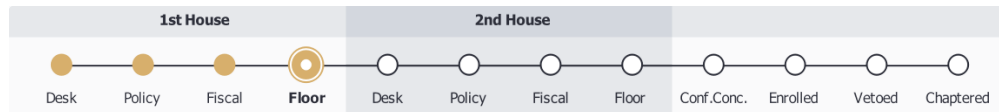
AB 2433 (Alvarez, D) Housing development: density bonus.

Current Text: 04/22/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 04/22/2026

Status: 05/15/2026 - Set for Hearing 5/18/2026

Calendar: 05/18/26 #545 A-THIRD READING



Location: 05/15/2026 - Assembly THIRD READING

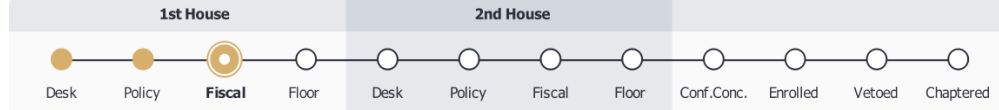
Summary: The Density Bonus Law requires a city or county to grant a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, to an applicant for a housing development when the applicant seeks a density bonus for the housing development, as specified, if the applicant agrees to construct, among other things, a specified percentage of units for very low income, lower income, or senior citizen housing, and meets other requirements. This bill would, instead, require a city or county to grant a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, to an applicant for a housing development when the applicant submits an application for a housing development that a city, county, or city and county determines meets specified criteria, including, among others, the housing development includes specified percentage of units for very low income, lower income, or senior citizen housing. (Based on 04/22/2026 text)

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

Current Text: 04/16/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 04/16/2026

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



Location: 04/29/2026 - Assembly Appropriations

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

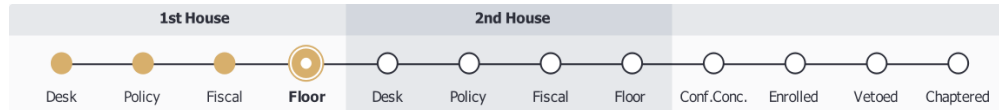
AB 2560 (Schultz, D) Climate Action Plan for Transportation Infrastructure: goals.

Current Text: 04/15/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 04/15/2026

Status: 05/15/2026 - Set for Hearing 5/18/2026

Calendar: 05/18/26 #282 A-SECOND READING



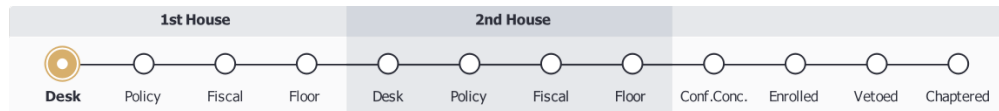
Location: 05/15/2026 - Assembly SECOND READING

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

ACA 1 (Valencia, D) Public finance.

Current Text: 12/02/2024 - Introduced [HTML](#) [PDF](#)

Status: 01/29/2025 - Introduced measure version corrected.



Location: 12/02/2024 - Assembly PRINT

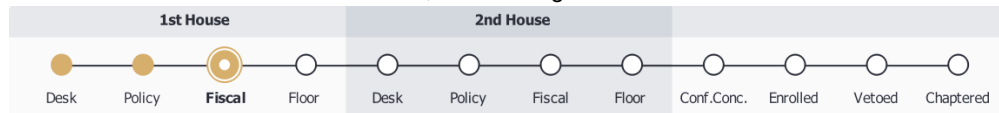
Summary: The California Constitution prohibits the total annual appropriations subject to limitation of the State and of each local government from exceeding the appropriations limit of the entity of government for the prior year adjusted for the change in the cost of living and the change in population. The California Constitution defines “appropriations subject to limitation” of the State for these purposes. This measure would change the 1.5% required transfer to an undetermined percentage of the estimated amount of General Fund revenues for that fiscal year. The measure would change the 10% limit on the balance in the Budget Stabilization Account to 20% of the amount of the General Fund proceeds of taxes for the fiscal year estimate, as specified. The measure would specify that funds transferred under these provisions to the Budget Stabilization Account do not constitute appropriations subject to the above-described annual appropriations limit. (Based on 12/02/2024 text)

ACA 4 (Jackson, D) Homelessness and affordable housing.

Current Text: 05/05/2025 - Amended [HTML](#) [PDF](#)

Last Amended: 05/05/2025

Status: 01/22/2026 - In committee: Set, first hearing. Held under submission.



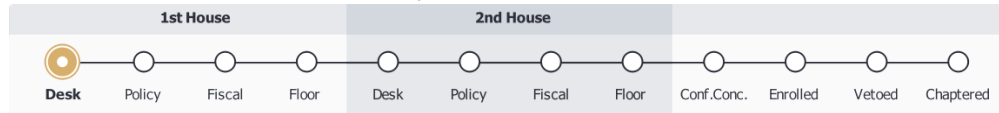
Location: 05/14/2025 - Assembly APPR. SUSPENSE FILE

Summary: The California Constitution authorizes the development, construction, or acquisition of developments composed of urban or rural dwellings, apartments, or other living accommodations for persons of low income financed in whole or in part by the federal government or a state public body, or to which the federal government or a state public body extends assistance, if a majority of the qualified electors of the city, town, or county in which the housing is proposed to be located approves the project by voting in favor thereof, as specified. This measure, the Housing Opportunities Made Equal (HOME) Act, would create an account in the General Fund into which, beginning in the 2027–28 fiscal year, and each fiscal year thereafter until September 30, 2036, a sum would be transferred from the General Fund equal to or greater than 5% of the estimated amount of General Fund revenues for that fiscal year, as specified. The measure would require the moneys in the account to be appropriated by the Legislature to the Business, Consumer Services, and Housing Agency, and would authorize that agency to expend the moneys to fund prescribed matters related to homelessness and affordable housing, including housing and services to prevent and end homelessness. (Based on 05/05/2025 text)

ACA 12 (Wallis, R) Road usage charges: vote and voter approval requirements.

Current Text: 03/26/2025 - Introduced [HTML](#) [PDF](#)

Status: 03/27/2025 - From printer. May be heard in committee April 26.



Location: 03/26/2025 - Assembly PRINT

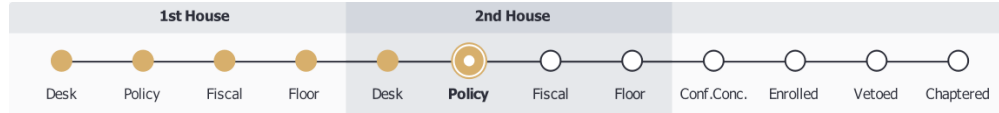
Summary: The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a “tax” as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement. (Based on 03/26/2025 text)

SB 239 (Arreguín, D) Open meetings: teleconferencing: subsidiary body.

Current Text: 04/07/2025 - Amended [HTML](#) [PDF](#)

Last Amended: 04/07/2025

Status: 05/11/2026 - Referred to Com. on L. GOV.



Location: 05/11/2026 - Assembly Local Government

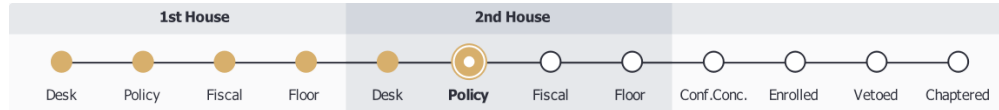
Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. (Based on 04/07/2025 text)

SB 667 (Archuleta, D) Railroads: safety: wayside detectors.

Current Text: 01/22/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 01/22/2026

Status: 05/04/2026 - Referred to Coms. on U. & E. and TRANS.



Location: 05/04/2026 - Assembly Utilities and Energy

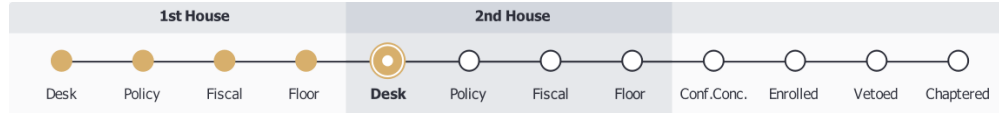
Summary: The Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track. (Based on 01/22/2026 text)

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

Current Text: 01/08/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 01/08/2026

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



Location: 01/26/2026 - Assembly DESK

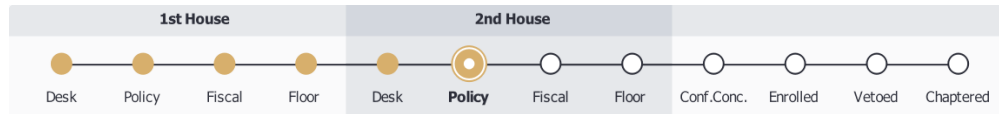
Summary: Current law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development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

SB 799 (Allen, D) Joint powers authorities: South Bay Regional Housing Trust.

Current Text: 01/15/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 01/15/2026

Status: 05/04/2026 - Referred to Coms. on L. GOV. and H. & C.D.



Location: 05/04/2026 - Assembly Local Government

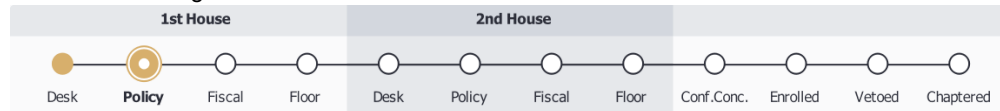
Summary: Current law authorizes the establishment of the South Bay Regional Housing Trust, a joint powers authority, by the County of Los Angeles and any or all of the cities within the jurisdiction of the South Bay Cities Council of Governments, with the stated purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within the South Bay Cities region. Current law requires that the South Bay Regional Housing Trust be governed by a board of directors consisting of an appropriate number of directors, to be determined by the governing board of the South Bay Cities Council of Governments. Current law requires the board of directors to include mayors, council members, or County of Los Angeles supervisors, as described. Existing law requires that the board of directors to elect a chairperson and a vice chairperson from among its members at the first meeting held in each calendar year. Current law requires the governing board of the South Bay Cities Council of Governments to appoint the board of directors and, in the case of a vacancy on the board of directors, qualified individuals to fill the vacancy, as specified. This bill would instead require the joint powers agreement to establish the number of directors of the trust and the process for appointing directors and filling vacancies. The bill would additionally authorize the board of directors to include persons appointed and designated as alternate members of the board of directors, as specified. The bill would require all directors and alternates to be subject to the board of directors’ adopted conflict of interest code. The bill would prohibit each alternate that is currently not an elected official from

participating as a voting member in more than 75% of all meetings in a calendar year. (Based on 01/15/2026 text)

SB 1035 (Strickland, R) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.

Current Text: 02/11/2026 - Introduced [HTML](#) [PDF](#)

Status: 03/18/2026 - March 18 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2.) Reconsideration granted.



Location: 02/18/2026 - Senate Environmental Quality

Summary: The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, 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. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. (Based on 02/11/2026 text)

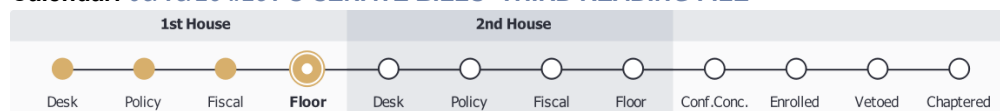
SB 1087 (Cabaldon, D) Transportation planning: sustainable communities strategies: transportation funding programs.

Current Text: 04/09/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 04/09/2026

Status: 05/14/2026 - From committee: Do pass. (Ayes 5. Noes 0.) (May 14). Read second time. Ordered to third reading.

Calendar: [05/18/26 #251 S-SENATE BILLS -THIRD READING FILE](#)



Location: 05/14/2026 - Senate THIRD READING

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. (Based on 04/09/2026 text)

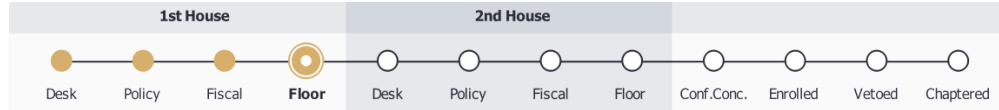
SB 1265 (Richardson, D) California Alternative Energy and Advanced Transportation Financing Authority: GoGreen Program.

Current Text: 05/14/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 05/14/2026

Status: 05/14/2026 - From committee: Do pass as amended. (Ayes 5. Noes 0.) (May 14). Read second time and amended. Ordered to second reading. (Amended text released 5/15/2026)

Calendar: [05/18/26 #72 S-SENATE BILLS - SECOND READING FILE](#)



Location: 05/14/2026 - Senate SECOND READING

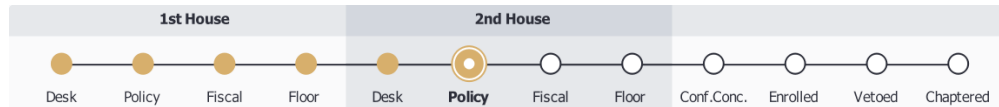
Summary: Under existing law, the purpose of the California Alternative Energy and Advanced Transportation Financing Authority Act is to advance the state's goals of reducing the levels of greenhouse gas emissions, increasing the deployment of sustainable and renewable energy sources, implementing measures that increase the efficiency of the use of energy, creating high quality employment opportunities, and lessening the state's dependence on fossil fuels and to that end to provide an alternative method of financing in providing and promoting the establishment of facilities utilizing alternative methods and sources of energy and facilities needed for the development and commercialization of advanced transportation technologies. Existing law establishes the California Alternative Energy and Advanced Transportation Financing Authority to carry out that purpose. Existing Public Utilities Commission decisions established the California Hub for Energy Efficiency Financing program, administered by the authority and funded through charges collected by specified electrical corporations and gas corporations from their ratepayers. This bill would require the authority to administer the GoGreen Program, previously known as the California Hub for Energy Efficiency Financing program, and would authorize the authority to use moneys collected from the ratepayers of electrical and gas corporations, as directed by the commission, and other available funding sources, consistent with the program's purposes. The bill would require the program to provide financing assistance to participating lenders to support residents in financing eligible energy efficiency and decarbonization measures at costs that are competitive with or below market rates. The bill would authorize the authority to receive, administer, and deploy additional moneys from federal, state, local, or private sources to support and expand the GoGreen Program, if those moneys are used in a manner consistent with the program's goals and the parameters of the funding source. (Based on 05/14/2026 text)

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

Current Text: 03/23/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 03/23/2026

Status: 05/11/2026 - Referred to Com. on TRANS.



Location: 05/11/2026 - Assembly Transportation

Summary: Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027. (Based on 03/23/2026 text)

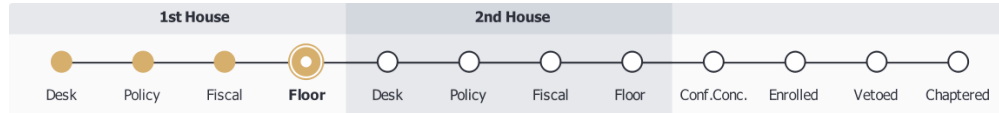
SB 1337 (Richardson, D) Interagency Working Group on Transportation Fuels Transition Strategy.

Current Text: 04/13/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 04/13/2026

Status: 05/14/2026 - From committee: Do pass. (Ayes 7. Noes 0.) (May 14). Read second time. Ordered to third reading.

Calendar: [05/18/26 #313 S-SENATE BILLS -THIRD READING FILE](#)



Location: 05/14/2026 - Senate THIRD READING

Summary: Existing law establishes the Division of Petroleum Market Oversight to, among other things, provide independent oversight and analysis of the transportation fuels market for the protection of consumers by identifying market design flaws, market power abuses, and any other manner by which market participants act to harm competition or act contrary to the best interests of the consumers in the state. Existing law requires the director of the division, when requested, to appear before the appropriate policy committees of the Legislature to provide an update on the division’s performance as compared to its objectives, the status of competition in the transportation fuels markets, and other information the committees request. This bill would establish the Interagency Working Group on Transportation Fuels Transition Strategy, which would be led by the State Energy Resources Conservation and Development Commission and consist of various entities, to develop priority policies and programs informed by a specified plan and assessment and strengthen coordination and communication regarding policies and regulations across state, regional, and local authorities, communities, and stakeholders in order to inform transportation fuels policy development and implementation, as provided. (Based on 04/13/2026 text)

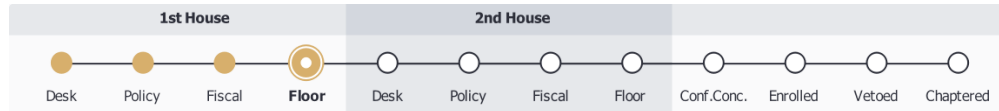
SB 1408 (Arreguin, D) Contra Costa Transportation Authority: transactions and use tax.

Current Text: 04/14/2026 - Amended [HTML](#) [PDF](#)

Last Amended: 04/14/2026

Status: 04/23/2026 - Read second time. Ordered to third reading.

Calendar: [05/18/26 #133 S-SENATE BILLS -THIRD READING FILE](#)



Location: 04/23/2026 - Senate THIRD READING

Summary: Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified. (Based on 04/14/2026 text)