



[®] **Housing, Land Use, and Transportation Policy Committee Meeting**
CSAC Annual Meeting
Thursday, December 4, 2025 9:30 am – 11:00 am
In-person: San Jose McEnery Convention Center
Meeting Room: LL20C
Santa Clara County, California

Supervisor Gary Bradford, Yuba County, Chair
Supervisor David Haubert, Alameda County, Vice Chair
Supervisor Wanda Williams, Solano County, Vice Chair

- 9:30 am I. Welcome and Introductions**
Supervisor Gary Bradford, Yuba County, Chair
- 9:35 am II. Assembly Efforts to Solve Declining Gas Tax Revenue**
Introduction: *Supervisor Wanda Williams, Solano County, Vice Chair*
The Chair of the Assembly Transportation committee provides an update on the efforts the Assembly Transportation committee has undertaken to address the declining gas tax revenues that fund the local transportation system.
Assemblymember Lori Wilson, Chair, Assembly Committee on Transportation
- 10:05 am III. Senate Views on the California Housing Needs**
Introduction: *Supervisor David Haubert, Alameda County, Vice Chair*
The Chair of the Senate Housing committee shares her views and goals for housing policy in the state.
Senator Aisha Wahab, Chair, Senate Housing Committee
- 10:35 am IV. County Building Officials of California**
Introduction: *Supervisor Gary Bradford, Yuba County, Chair*
A presentation by the County Building Officials Association of California on the work that Building Officials perform on behalf of counties and the challenges they face.
Neville Pereira, Board of Directors, County Building Officials Association of California
- 10:50 am V. 2026 Housing, Land Use and Transportation Federal & State Priorities- ACTION ITEM**
Mark Neuburger, Legislative Advocate, CSAC
Attachment 1: 2025 HLT Year in Review (Informational)
Attachment 2: 2026 HLT Priorities (Action Item)
Attachment 3: Federal Surface Transportation Reauthorization Priorities (Action Item)
- 10:55 am VI. Closing Comments and Adjournment**
Supervisor Gary Bradford, Yuba County, Chair



Policy Committee materials can be accessed by scanning the QR code above with your mobile device.

Housing, Land Use & Transportation Committee Speaker Biographies

Assemblymember Lori Wilson, Chair, Assembly Committee on Transportation



Assemblywoman Lori D. Wilson was elected in April 2022 to represent California's 11th Assembly District which includes all of Solano County and portions of Contra Costa and Sacramento Counties.

Prior to her election to the Assembly, Lori Wilson was the first Black female Mayor to serve in the entire history of Solano County. First elected to the Suisun City Council in 2012, she served as Vice-Mayor for six years before winning the Mayor's race in 2018. Assemblywoman Wilson is the only Black woman in California history to be appointed Chair of the influential Assembly Transportation Committee. Dating back to 1954, the Transportation Committee oversees California's transportation infrastructure, networks and state agencies tasked with delivering California a safe and efficient transportation system.

Lori is a graduate of California State University, Sacramento with a Bachelor of Science degree in Business Administration with a concentration in Accountancy. Her diverse career history, including more than 20 years in Accounting & Finance, has afforded Lori tremendous opportunities to hone her skills in government and nonprofit management, strategic development and budget administration.

A native Californian raised on the west side of Fresno, Lori is married to her high school sweetheart Chavares Wilson, a retired Air Force Reserve Technical Sergeant. They have been blessed with two sons, Tyler and Kiren, a daughter-in-law, Brittney, and a grandson, Weston. They have enjoyed living in Suisun City since 2004 after being stationed at Travis AFB for 5 years.

Senator Aisha Wahab, Chair, Senate Housing Committee



Senator Aisha Wahab was elected in 2022 representing portions of Alameda and Santa Clara counties.

Aisha is a community leader. In 2018 when she won her seat on Hayward City Council, Aisha made national headlines as the first Afghan-American woman elected to public office in the United States. As Mayor Pro Tempore & City Council Member of Hayward, Aisha has implemented policies that reduce economic inequality, expand homeownership opportunities,

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support small businesses, and strengthen safety nets for seniors, women, children and working families.

Personally, Aisha was placed in foster care after her father was brutally murdered and her mother died at an early age. Her experiences inform her understanding of the struggles many silently face. Senator Wahab was fortunate to be adopted by a young, self-employed couple in the Bay Area who taught her the values of hard work, perseverance, and pride in their American identity.

Aisha previously served as the Chair of the Alameda County Human Relations Commission and a Board Member for the nonprofits Afghan Coalition, Abode Services, and Tri-City Volunteers. She has served as an Alameda County Public Health Commissioner, speaker at the Bay Area Women's March, and was selected to join the White House Roundtable of Afghan-American Leaders. Prior to her career in public service, Aisha worked at non-profits, community organizing, and technology.

Neville Pereira, Board of Directors, County Building Officials of California



Neville Pereira currently serves on the Board of Directors for the County Building Officials of California. Neville is also the Development Director at TRB Plus Associates, Inc., a Building Safety Code Compliance services corporation operating in California and Nevada. A registered professional engineer in California, he brings nearly four decades of expertise in facilitating construction projects as both a design engineer and municipal official.

Neville holds ICC certifications as a building official, plans examiner, building inspector, and accessibility specialist. Throughout his distinguished career, he has served multiple jurisdictions in various leadership capacities, including the counties of San Francisco, Los Angeles, Monterey, and Santa Clara as well as several cities. His roles have encompassed plans examiner, inspector, Building Official, City Engineer, and Director positions across these jurisdictions.

ATTACHMENTS

Attachment One..... 2025 HLT Year in Review

Attachment Two..... 2026 HLT Priorities

Attachment Three..... Federal Surface Transportation
Reauthorization Priorities

December 4, 2025

To: Housing, Land Use, and Transportation Policy Committee

From: Mark Neuburger, Legislative Advocate, CSAC

Re: **2025 Year in Review**

2025 Year in Review

Key highlights from the first year of the 2025-26 Legislative Session include:

The Housing, Land Use and Transportation (HLT) policy committee is responsible for the review of state and federal legislative proposals, state budget items, regulatory issues, and ballot measures relating to the issues impacting California's housing, land use and transportation. Throughout the 2025 Legislative Session, the HLT Policy Committee staff advocated on behalf of counties by tracking 205 pieces of legislation and adopting active positions on 38 bills. CSAC has been a key stakeholder in deliberations around housing, land use and transportation legislation. Highlighted below are some of the 2025 achievements:

Housing & Land Use

Affordability: At the beginning of the year legislative leadership indicated that the primary focus for policy issues in 2025 was on bills that would address affordability and cost of living concerns that Californians are facing. Many bills, especially those that were focused on issues related to housing construction, received additional attention in this effort.

The March of the 'Crises'

In addition to the declared affordability crisis, there were a variety of other bills that sought to cast other housing construction and land development issues as a crisis, including such as:

- Permit Crisis
- Development Fee Crisis
- General Plan
- Restaurant Tennant Improvement Inspection Crisis
- Childcare Facility Construction

Many of these bills sought to address their specific identified crisis by weakening protections in the land use, permitting and building health & safety inspection statutes that counties are responsible for enforcing. HLT staff engaged on many of these bills and were able to obtain amendments that

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balanced the need to expediently complete the county review of these projects with the counties role in protecting the safety of the public that use these spaces in our communities.

Telecommunications

Carrier of Last Resort

HLT staff were also engaged in opposition to AB 470, AT&T's legislative effort to be relieved of its Carrier of Last Resort (COLR) obligations in the state. For background, COLR is a California Public Utilities Commission regulatory framework based on the principle that certain utilities – such as electricity, water, gas, and telecommunications – are essential public goods. As such, these services must be made available to all end users, regardless of their location or access to alternative providers. In telecommunications, COLR obligations historically applied to incumbent providers with state-defined service areas (referred to as franchises), often operating as monopolies. In exchange for providing universal service, these providers received state-sanctioned access to public rights of way and were permitted to charge rates that covered service costs plus a regulated profit. CSAC will continue to work with county partners on the COLR issue. Ultimately, AB 470 failed in the Senate this year, most likely due to the Administrations concerns with the impacts and costs the proposal would

Transportation

Transportation System Funding

Legislative interest in the transportation space continued to focus on examining potential replacements to the states' dependency on fuels-based taxes. Informational hearings held in the legislature focused on the state's effort to transition vehicles from gas to non-combustion forms of propulsion and alternatives to fuels-based taxes. At the federal level, initial steps were taken to authorize a new federal surface transportation given the expiration of the current act as well as the incoming administrations freezing of a large number of discretionary transportation programs.

Advanced Clean Fleets

CSAC co-sponsored SB 496, which would have created advisory committee to address the exemption and extension process for the California Air Resource Board (CARB) Advanced Clean Fleets (ACF) regulation. Additionally, CSAC supported other legislation that would have eased county efforts to implement the ACF regulation. Unfortunately, all of these efforts either failed in the legislative process or were vetoed by the Governor.

However, in late September CARB made notable changes to their Advanced Clean Fleet regulations. Federal actions throughout 2025 that limited the applicability of the ACF to state and local government fleets. These actions, as well as state legislation (AB 1594) from 2024, required CARB to provide flexibility in the ACF regulations to public agency utilities that use highly specialized vehicles in carrying out their work. As a result of these two requirements, the board voted to:

- Repeal their ability to enforce the ACF regulations on private and federal vehicle fleets. This was necessary as CARB was unable to secure a waiver from the federal government for these vehicles.

- Expand exemptions for public agency utility fleets, including allowing these fleets' purchase of combustion engine vehicles when ZEVs are not available or do not meet the fleet's needs.
- Delay the existing 100% ZEV purchase requirement that applies to all local government fleets from 2027 to 2030.

HLT staff will continue to monitor CARB staff's efforts to draft the regulatory language to reflect their Board's direction.

Leveraging County Expertise

HLT staff spent 2025 creating new ways to obtain timely and organized feedback from the county staff on legislation that impact their responsibilities in issues relating to housing, land use and transportation. Through strengthened partnerships with existing county affiliates in the HLT space, the following groups of subject matter experts were formed and 103 bills were brought before them for review:

- County Public Works Workgroup
 - Formed in partnership with County Engineers Association of Calif.
- Planners Workgroup
 - Formed in partnership with Calif. County Planning Directors Association
- Building Officials Workgroup
 - Formed in partnership with County Building Officials Association of Calif.
- Fleet Managers Workgroup
 - Formed during Advanced Clean Fleets advocacy efforts.

HLT staff will continue to utilize the subject matter expertise of these groups in the coming years.

Budget

The enacted budget in the HLT area contains a variety of legislative augmentations that the Administration had either not proposed or specifically reduced in the May Revision to the budget. Additionally, the enacted budget contains a set of trailer bills that modifies the CEQA process, building standards development and creates a VMT mitigation program to achieve a variety of policy goals that would typically require a variety of compromises if they were attempted through the legislative policy process. Finally, the legislature approved the Governor's Reorganization Plan, which splits the existing Businesses, Consumer Services and Housing Agency into the California Housing and Homelessness Agency and the Business and Consumer Services Agency.

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2025 Key Developments in Legislation

Disaster Recovery and Rebuilding

AB 299 (Gabriel) (Chapter 531, Statutes of 2025)

Motels, hotels, and short-term lodging: disasters. Existing law regulates tenancy terms and excludes hotel or motel occupants if their stay is 30 days or less. This bill allows residents in lodgings due to a disaster that made their previous homes uninhabitable to stay in a motel or hotel for at least 270 days. These provisions will be in effect until January 1, 2031.

AB 462 (Lowenthal) (Chapter 491, Statutes of 2025)

Land use: accessory dwelling units. Typically, an Accessory Dwelling Unit (ADU) cannot receive a certificate of occupancy before the primary dwelling does. This bill introduces an exception: in counties where a state of emergency is declared by the Governor on or after February 1, 2025, a local agency must issue an occupancy certificate for an ADU even if the main house lacks one, provided that certain conditions are met, such as damage due to the emergency. The bill also changes how permits for ADUs and coastal development are processed. Permitting agencies must approve or deny ADU permit applications within 60 days, with automatic approval if they fail to act. This can be delayed if the ADU is part of a dual application with a new primary dwelling. Similarly, under the California Coastal Act, a local government or the commission must decide on coastal development permits for ADUs within 60 days, unless they are part of a paired application with a new dwelling.

AB 818 (Ávila-Farías) (Chapter 534, Statutes of 2025)

Permit Streamlining Act: local emergencies. This bill requires a local government, when they have declared specific types of local emergencies, to approve or deny building permit applications within 10 business days for applicants applying to build structures intended for temporary use until property repairs are completed.

SB 625 (Wahab) (Chapter 548, Statutes of 2025)

Housing developments: disasters: reconstruction of destroyed or damaged structures. This bill creates a streamlined approval process for housing projects on sites where homes were destroyed or damaged by disasters, requiring local governments to approve these developments within 90 days if they meet specific standards. It also invalidates local ordinances that restrict temporary housing solutions like mobile homes post-disaster for three years. Finally, the bill expands CEQA exemptions for ministerial projects, allowing certain developments to bypass environmental review.

SB 676 (Limón) (Chapter 550, Statutes of 2025)

California Environmental Quality Act: judicial streamlining: state of emergency: wildfire. This bill, beginning in January 2027, establishes expedited administrative and judicial review procedures under the California Environmental Quality Act (CEQA) for projects that maintain, repair, restore, demolish, or replace wildfire-damaged property or facilities located in an area for which the Governor declared a state of emergency on or after January 2023.

Telecommunications

AB 470 (McKinnor) (FAILED)

Telephone corporations: carriers of last resort. This bill would have required the California Public Utilities Commission, in coordination with the Office of Emergency Services, to adopt a process for telephone corporations to petition the CPUC to amend their status as a carrier of last resort (COLR) in designated areas by December 15, 2026.

Housing

AB 648 (Zbur) (Chapter 378, Statutes of 2025)

Community colleges: housing: local zoning regulations: exemption. This measure provides that community college districts don't need to follow city zoning laws for housing projects on their property if specific conditions are met. If the housing includes units for faculty and staff, the college must ensure some units are offered at affordable rates for extremely low-income and lower-income faculty and staff.

AB 712 (Wicks) (Chapter 503, Statutes of 2025)

Housing reform laws: enforcement actions: fines and penalties. This bill expands protections for applicants of housing development projects. If an applicant successfully enforces a public agency's compliance with housing reform laws, they can claim reasonable attorney's fees and costs. The bill also mandates fines for non-compliant counties and cities and extends the time limit for legal actions by 60 days after notifying the agency of intent to sue. Additionally, public agencies cannot require applicants to indemnify them in cases where the applicant alleges agency violations of housing reform laws.

AB 1021 (Wicks) (Chapter 511, Statutes of 2025)

Housing: local educational agencies. This measure revises existing provisions that apply to local school housing projects and extends them to January 1, 2036, and mandates that projects are subject to the Housing Accountability Act, allowing them a density bonus. Additionally, when selling or leasing excess real estate for teacher or employee housing, school districts can opt not to form an advisory committee. The California Environmental Quality Act (CEQA) usually requires a review for environmental impacts but exempts certain affordable housing projects. This bill includes educational agency properties in this exemption.

SB 21 (Durazo) (Chapter 511, Statutes of 2025)

Single-room occupancy units: demolition and replacement: housing assistance programs: eligibility for homeless individuals and families. This bill extends current housing preservation requirements in existing law to include units for acutely low-income households. However, it allows for reduced replacement units in single-room occupancy buildings if necessary for conversion to affordable rental units. The bill also modifies the Department of Housing and Community Development's role in promoting housing development through programs like the Multifamily Housing Program, which offers

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financial assistance for housing projects. The department can enter long-term agreements to service financial arrangements. For eligibility determination, individuals displaced from or returning to single-room occupancy units that receive departmental funds and are intended for homeless people would be recognized as homeless under specified criteria. These individuals or families cannot be compelled to fill units through certain referral systems.

SB 79 (Wiener) Housing development: transit-oriented development. This measure introduces specific provisions for housing projects near transit-oriented development (TOD) stops. These projects are allowed under zoning for residential, mixed, or commercial development if they meet certain criteria, including minimum dwelling units and standards regarding height and density based on proximity to TOD stops. The bill also impacts the Housing Accountability Act by presuming local government violations if they deny compliant projects in high-resource areas, with penalties starting January 1, 2027. It provides streamlined approval processes but includes requirements for affordability, demolition, anti-displacement, and labor standards. Moreover, the bill allows transit agency boards to set TOD zoning standards and enables local governments to adopt TOD alternative plans. The Department of Housing and Community Development will be responsible for enforcing the bill's provisions.

Housing Element

AB 36 (Soria) (Chapter 485, Statutes of 2025)

Housing elements: prohousing designation. This bill, starting with the 7th Regional Housing Needs Assessment (RHNA) cycle, this bill allows small rural jurisdictions to request a review of their housing elements for prohousing status, and these jurisdictions won't need to renew their designation for at least four years. "Small rural jurisdiction" refers to cities with populations under 25,000 or counties under 200,000.

AB 610 (Alvarez) (Chapter 494, Statutes of 2025)

Housing element: governmental constraints: disclosure statement. The measure requires counties and cities to identify potential "governmental constraints" for the 7th and subsequent revisions of their required housing element. This statement identifies any constraints introduced after the previous plan's deadline.

AB 670 (Quirk-Silva) (Chapter 701, Statutes of 2025)

Planning and zoning: housing element: converted affordable housing units. Beginning in April 2027, the Annual Progress Reports (APR) that are part of the RHNA process will have new requirements, including a need to provide detailed information on new housing units, demolished units, and replacement units. Specifically, this bill will allow counties to include units converted to affordable housing with long-term covenants ensuring availability for at least 55 years to be reported as units in the APR.

AB 726 (Ávila-Farías) (Chapter 704, Statutes of 2025)

Planning and zoning: annual report: rehabilitated units. This measure allows counties to include existing deed-restricted affordable housing units that are at least 15 years old and have been significantly rehabilitated with at least \$60,000 per unit from local funds in their APR's. These units, however, cannot be considered when determining eligibility for streamlined approvals.

SB 233 (Seyarto) (Chapter 577, Statutes of 2025)

Regional housing need: determination: consultation with councils of governments. This measure extends the existing consultation timeframe that the Department of Housing and Community Development (HCD) must provide to regional planning agencies from 26 months to at least 38 months before the next element revision (i.e. the upcoming 7th revision) and all future revisions, with exceptions for specific councils.

SB 262 (Wahab) (Chapter 513, Statutes of 2025)

Housing element: prohousing designations: prohousing local policies. This bill expands the types of policies that a county or city may adopt to be considered a 'prohousing' jurisdiction to include policies that ensure people remain housed. For background, a county or city that is designated as "prohousing" can receive additional preferences when applying for specific state programs.

SB 507 (Limón) (Chapter 519, Statutes of 2025)

Planning and zoning: regional housing needs allocation. This measure allows counties and cities and tribes in the same county to voluntarily agree to count tribal housing developments towards the locality's RHNA unit development target. It prohibits local governments from requiring tribes to waive sovereign immunity for such agreements. Additionally, it encourages the HCD to approve tribal housing units toward meeting the jurisdiction's RHNA goal.

Land Use & Planning**AB 920 (Caloza) (Chapter 501, Statutes of 2025)**

Permit Streamlining Act: housing development projects: centralized application portal. This measure requires counties or cities with populations of 150,000 or more to provide a centralized application portal on their websites for housing project applications. A local jurisdiction may delay implementation until January 1, 2030, if they begin procurement process of the requires permit application system by January 1, 2028. The required portal is only required to provide applicants with the ability to track their application.

AB 1007 (B. Rubio) (Chapter 502, Statutes of 2025)

Land use: development project review. This bill reduces the time frame for responsible agencies in land use decisions to approve or deny a permit for residential and mixed-use development projects from 90 days to 45 days.

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AB 1308 (Hoover) (Chapter 509, Statutes of 2025)

Residential building permits: inspections: Housing Accountability Act. This legislation requires the building department of every county or city to conduct an inspection of permitted work within 10 business days of receiving notice of the completion of permitted work authorized by a building permit issued for specified housing projects.

General Plans

AB 39 (Zbur) (Chapter 356, Statutes of 2025)

General plans: Local Electrification Planning Act. This bill creates the Local Electrification Planning Act which requires counties and cities with population over 75,000 to or update their general plans to include local goals and measures supporting electric vehicle charging and zero-emission fuels by January 1, 2030. The plan must prioritize investments for disadvantaged communities, low-income households, and small businesses.

AB 1275 (Elhawary) (Chapter 593, Statutes of 2025)

Regional housing needs: regional transportation plan. This measure requires HCD to determine each region with a council of governments existing and projected housing need three years prior to each region's scheduled housing element revision, rather than two years as required by current law, and makes changes to how the transportation and job projections in a region's sustainable communities strategy (SCS) must be incorporated into each council's final RHNA plan.

SB 415 (Reyes) (Chapter 316, Statutes of 2025)

Planning and zoning: logistics use developments: truck routes. This bill provides clean up the warehouse bill from last session (AB 98, Chapter 931, Statutes of 2024) by:

- Allowing counties and cities not included in the Warehouse Concentration Region (i.e. San Bernardino & Riverside counties) with logistic use developments to adopt an ordinance (instead of updating their circulation element) by January 1, 2028, and for smaller jurisdictions (cities under 50,000 and counties under 100,000 residents) to adopt an ordinance by January 1, 2030.
- Providing flexibility to most local governments throughout the state to meet the truck route planning requirements required pursuant to AB 98.
- Exempting local governments who do not have logistic developments in their jurisdiction from being mandated to comply with circulation element/ordinance adoption requirement. If a jurisdiction approves a logistics development in the future, it would have to adopt an ordinance within two years of the project's approval.
- Protecting counties and cities that are making a 'good faith effort' to adopt an ordinance or update their circulation element to comply with AB 98. The bill requires the court to consider any mitigating circumstances delaying the jurisdiction from coming into compliance as a determination of whether the jurisdiction is making a good faith effort or is facing substantial undue hardships.

- Redefining the scope of facilities subject to the law, ensures that projects in rural areas have a permitting pathway, exempts seasonal agricultural facilities, and provides flexibility for local regulation of traffic from smaller agricultural and forestry-related facilities.

Development Fees

SB 358 (Becker) (Chapter 515, Statutes of 2025)

Mitigation Fee Act: mitigating vehicular traffic impacts. This bill requires local agencies to reduce vehicle mitigation fees for housing developments near transit unless they make findings supported by substantial evidence in the record that projects are not expected to reduce automobile trips.

SB 499 (Stern) (Chapter 543, Statutes of 2025)

Residential projects: fees and charges. This measure clarifies that local governments can collect utility service charges at the application stage for water, sewer, or wastewater services. Additionally, it revises provisions for early fee collection for services like fire, public safety, and emergency services, expanding these to include parkland and recreational facilities if identified for emergency purposes in the safety element or hazard mitigation plan of a local agency.

California Environmental Quality Act (CEQA)

AB 130 (Committee on Budget) (Chapter 22, Statutes of 2025)

Housing. Among a variety of provisions, this budget trailer bill:

- Expands CEQA exemptions for housing developments that meet specific requirements
- Establishes a voluntary vehicle miles traveled (VMT) mitigation bank that allows counties to direct their required transportation VMT mitigation funding, required by CEQA, to a program that funds infill affordable housing projects and related infrastructure projects in their region.
- Places a 6-year moratorium (October 2025 through June 2031) on the ability for state and local government to modify portions of building standards and codes on residential buildings.

AB 752 (Ávila-Farías) (Chapter 164, Statutes of 2025)

Child daycare facilities. This measure exempts daycare centers that meet specific requirements and when co-located with multifamily housing from CEQA requirements, therefore making these centers a use by right. Also, the bill prohibits a local jurisdiction from imposing a charge, tax, or fee for a business license, equivalent instrument, or permit for the privilege of operating a daycare center that is co-located with multifamily housing.

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SB 71 (Wiener) (Chapter 742, Statutes of 2025)

California Environmental Quality Act: exemptions: transit projects. This bill expands and extends existing CEQA exemptions for transit projects from 2030 to 2040. Many of the projects covered by the existing exemption are relevant to county transit and transportation programs, including those that:

- Construct pedestrian and bicycle facilities, including new facilities.
- Consist of projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
- Are a public project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, trains, or ferries, as specified.
- Serve the maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with one of these projects.

Building Standards

AB 253 (Ward) (Chapter 487, Statutes of 2025)

California Residential Private Permitting Review Act: residential building permits. This measure allows an applicant for small residential building permits to contract with or employ a private professional provider to check plans and specifications if a county or city is unable to review the plan within 30 days of filing a complete application. The applicant may resubmit corrected plans if initially non-compliant. The bill adjusts requirements for post entitlement phase permits, ensuring compliance occurs if a private provider checks the plans. While indemnifying local agencies from liability related to the privately checked plans, it specifies that public agencies are not liable for injuries resulting from their actions or omissions in permitting decisions. The bill also mandates that starting in 2027, the annual report on housing development must include data on permits reviewed by private professionals and the resources dedicated to permit processing. The provisions of this bill are set to sunset in 2036.

AB 368 (Ward) (Chapter 145, Statutes of 2025)

Energy: building standards: passive house standards. This bill requires the California Energy Commission to evaluate the cost-effectiveness of passive house building energy efficiency standards by climate zone. The aim is to compare the cost-effectiveness of passive house construction with current building practices. The commission is required to submit a report detailing its findings and recommendations to the Legislature by July 1, 2028.

AB 671 (Wicks) (Chapter 470, Statutes of 2025)

Accelerated restaurant building plan approval: California Retail Food Code: tenant improvements.

This measure modifies the approval process for local permits for tenant improvements related to restaurants in California. Under this bill, a qualified professional certifier, such as a licensed architect or engineer, can be hired by an applicant to certify compliance with building, health, and safety codes. Upon submission of a complete application, local building departments must approve or deny the permit within 20 business days or the plan is deemed approved. If initially denied, applicants can resubmit corrected plans, and subsequent reviews are limited to previously identified deficiencies, with responses required within 10 business days. Local building departments must conduct audits on certified improvements, and counties or cities can impose additional qualifications or penalties for

certifiers, who would be liable for damages from negligent reviews. Applicants must indemnify local agencies from related damages.

Transportation

AB 978 (Hoover) (Chapter 443, Statutes of 2025)

Department of Transportation and local agencies: streets and highways: recycled materials. This bill increases the amount of recycled asphalt pavement (RAP) material requirements that local agencies may use in their road projects. Additionally, if a local agency declines to use RAP in their road project due to feasibility concerns, bidders can request an explanation of why the material was not used from the local agency.

SB 78 (Seyarto) (Chapter 743, Statutes of 2025)

Department of Transportation: report: state highway system: safety enhancements. This measure requires the Department of Transportation (Caltrans) to prepare a report evaluating current strategies and potential improvements to streamline the processes for delivering highway safety enhancement projects by January 1, 2027.

SB 359 (Niello) (Chapter 217, Statutes of 2025)

Use Fuel Tax Law: Diesel Fuel Tax Law: exempt bus operation. This bill clarifies that the current diesel fuel tax exemption for transit system operators applies to counties that operate local transit systems.

Aviation

AB 1150 (Schultz) (Chapter 182, Statutes of 2025)

Local agencies: airports: alternative customer facility charges. This bill modifies how “customer facility charges” (CFC) that airports can require rental vehicle companies to collect can be used. Specifically, the bill raises the existing daily fee cap from \$9 to \$12, allows CFC’s to be used to cover major maintenance costs, and clarifies the revenue from CFC’s can be used for specified purposes.

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December 4, 2025

To: CSAC Housing, Land Use & Transportation Policy Committee

From: Mark Neuburger, Legislative Advocate

Re: 2026 Advocacy Priorities – ACTION ITEM

Summary: Staff recommend the committee adopt the following advocacy priorities for the Housing, Land Use & Transportation unit in 2026.

Proposed 2026 Housing, Land Use & Transportation Legislative Priorities

Advocate for Stable Transportation Funding

Counties rely on state and federal sources for a significant amount of funding to maintain and operate their transportation systems. Many of the laws that provide these resources are set to expire in 2026. A variety of efforts are underway to craft new funding priorities and programs that will directly impact counties. Additionally, the traditional funding sources for most transportation programs, taxes on vehicle fuels, are projected to decline due to the increasing adoption of electric vehicles. In response to this shift, the state is examining how it can broaden the current transportation funding sources to become less reliant on vehicle fuels-based revenue sources. CSAC will continue to engage in legislation that seeks to broaden and stabilize the state's transportation funding system to ensure that counties continue to receive reliable funding from state and federal transportation programs.

Balance Support for More Housing with County Land Use Oversight

The lack of available housing in quantities affordable for county residents has been clearly illustrated by data and reporting for years. The legislature continues to pass laws that seek to address the challenges the state faces in the housing space. However, some of these bills start from the perspective that the county role in land use decisions is a hindrance to creating more housing. CSAC will continue to support bills that seek to aid the construction of all types of housing, especially housing that supports the most vulnerable, while appropriately balancing county participation in the land use decision process.

Permit Processing Efficiency and Staff Cost Recovery

The legislature has continued to explore the laws that guide how county land use and building permits are evaluated and issues. Legislation that has been developed from these efforts has focused on simply shortening timelines while other bills have reached into areas that could

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negatively impact how counties recover the resources to fund the staff that are essential to ensure that development and construction occur in manner that protects public health and safety. CSAC will support legislation that aids the dissemination of best practices to improve efficiency and reduce the time required to process land use and building permit applications. Additionally, we will support bills that amend statutes that result in reductions in the staff time required to process these permits, support the use of pre-approved plans while maintaining a county's ability to assess fees that support the reasonable amount of staff services required to support permit review and processing activities.

CSAC-CEAC Federal Surface Transportation Reauthorization Priorities

CSAC supports the NACo priorities that have been adopted to support county efforts to reauthorize a new federal surface transportation funding program in 2026. Nationwide, counties own, operate and maintain 44% of public road miles and 38% of bridges. Yet, counties receive no direct federal support for these critical assets. Locally owned bridges are more than twice as likely to be in poor condition than a state-owned bridge, which threatens supply chains, safety and economic growth. In California, counties own and maintain approximately 40% of all roads and almost 30% of all vehicle bridges in the state. CSAC, in partnership with the County Engineers Association of California (CEAC), has developed the following priorities and principles to assist our advocacy on behalf of counties for a new federal surface transportation act.

California's counties need funding for:

- Roads
- Bridges
- Safety projects
- Active transportation projects

CSAC & CEAC Support:

- Continued federal transportation funding at levels that will allow counties to maintain and improve the condition of their portion of the national road network.
- Continued funding for local bridges on and off the Federal Aid System.
- Federal transportation funds for safety and preservation projects should be sent directly to counties.
- Where possible, providing federal transportation funding through pass-throughs and block grant funding.
- Minimizing restrictive, categorical federal grant programs and prioritizing goal-oriented transportation programs which can be adjusted to respond to the social and economic needs of individual communities.
- Eliminating unnecessary program requirements and instead crafting funding programs that rely on the professional capabilities of county public works departments to further the goals of the program. dsw
- Broadening the sources of transportation revenues to prevent funding interruptions related to declines in smaller revenue streams.
- Resolving the Federal Highway Trust fund insolvency.
- Programs that support projects which reduce traffic-related fatalities and injuries by promoting vehicle, pedestrian, and bicycle safety.
- Exempting all transportation safety and non-motorized user projects in existing county right of way from federal environmental permitting requirements.

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