

Date of Hearing: April 20, 2026

ASSEMBLY COMMITTEE ON TRANSPORTATION

Lori D. Wilson, Chair

AB 2012 (Hoover) – As Amended March 19, 2026

**SUBJECT:** Vehicles: transportation of manufactured homes

**SUMMARY:** Makes various changes to the annual and special permitting requirements the Department of Transportation (Caltrans) or a local authority imposes on the movement of manufactured homes on streets, local roads, and state highways. Specifically, **this bill:**

- 1) Removes the authority for Caltrans or a local authority to impose any technical or prescriptive requirements not explicitly described in law that would prevent a permit applicant from obtaining a permit.
- 2) States that a special permit is not required to move a manufactured home if the applicant has obtained an annual permit.
- 3) Removes the requirement for a pilot car to be in front of a manufactured home on a four-lane highway or behind a manufactured home on a two-lane highway.
- 4) Increases the maximum allowable width of a manufactured home moved on a highway from 16 feet to 16 feet and 8 inches.
- 5) Caps the height and length of a manufactured home moved on a highway at 15 feet 8 inches and 120 feet, respectively.
- 6) Caps the maximum weight, including the vehicle, trailer, or cargo holder being used to move a manufactured home at 120,000 pounds.
- 7) States that if the Commission on State Mandates determines that this bill contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

**EXISTING LAW:**

- 1) Authorizes Caltrans, in consultation with the California Highway Patrol, to impose permit conditions, including routing requirements and escort vehicle requirements, necessary to ensure safe movement of oversized loads. (Vehicle Code (VEH) 35780 and 35790.)
- 2) Authorizes Caltrans and local authorities to issue special permits for the movement of manufactured homes and mobilehomes, subject to specified terms and conditions to ensure public safety and highway protection. (VEH 35790)
- 3) Establishes requirements governing the transportation of manufactured homes on highways, including restrictions and conditions related to width, safety equipment, and operational requirements. (VEH 35790)

- 4) Provides that manufactured homes exceeding 14 feet in width but not exceeding 16 feet may be transported only if specified conditions are met, including the following:
  - a) The width measurement includes nonremovable components such as roof overhangs and eaves;
  - b) The unit is equipped with brakes on all wheels and a breakaway braking system;
  - c) Tire, axle, and weight limitations are satisfied;
  - d) Hitches and coupling devices comply with applicable federal standards;
  - e) Required lighting and safety equipment are installed; and,
  - f) Required permits and documentation are carried in the transporting vehicle and made available upon request. (VEH 35790.1)
- 5) Caps the maximum weight on one axel of a vehicle moving a manufactured home at 6,000 pounds and the maximum weight on one wheel at 3,000 pounds. (VEH 357910.1)
- 6) Requires manufacturers or dealers of manufactured housing units to certify that the unit complies with applicable statutory requirements for transport, and requires transporters to carry that certification during movement of the unit. (VEH 35790.1)
- 7) Prohibits the transport of additional or unsecured loads within or upon a manufactured home during transport unless those items are part of the structure or otherwise authorized. (VEH 35790.1)
- 8) Defines a “Highway” as a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street. (VEH 360)

**FISCAL EFFECT:** Unknown

**COMMENTS:** *California’s housing crisis.* California faces a complex and deepening housing affordability crisis. Rising home prices and rents, high rates of homelessness, overcrowding, and displacement are widespread. For decades, California’s home prices have outpaced other states. As of February 2026, the median-sale price of a home in California is approximately \$818,600 to \$823,180. Over 11 California counties, including San Francisco and Orange County, maintain median prices over \$1 million.

Underproduction of housing is one of the main drivers of the state’s housing affordability crisis. The state has not built enough housing to meet the demand. According to the California Department of Housing and Community Development (HCD), California must build 2.5 million homes by 2030 to meet the state’s housing needs. In fact, California is second to last in terms of housing units per capita, with 358 units per 1,000 people, behind the national average of 419 units. While there are several reasons for the housing shortage, including lengthy development timelines, stringent and variable building codes, and land use regulations, a key contributor is high development costs.

*Innovative housing construction.* Innovation in the building industry has emerged as a potential pathway to lower costs and increased housing production. Industrialized construction (IC) has precedent in the United States and abroad and refers to a broad spectrum of practices that apply the ideas and methods from the manufacturing industry to housing design and construction. This includes prefabricated building elements (such as walls, floors, or entire units) assembled in

facilities separate from the project site, as well as technology like on-site 3D printing. HCD uses the term “factory-built housing” (FBH) to refer to the specific subset of IC focused on off-site prefabrication, such as panelized elements or volumetric modular units. This is distinct from manufactured housing units, which are similarly produced off-site but are governed by federal code and follow distinct market and regulatory dynamics. IC methods promise shorter timelines, greater predictability, improved quality control, and the potential for economies of scale. In theory, these efficiencies could translate into lower per-unit costs; reduced financing risk; and ultimately, greater housing supply.

Specific applications of off-site construction have documented savings of up to 20% on the cost of building a three or four-story wood-frame multifamily development, and projects with substantial off-site construction components can reduce timelines by between 40 and 50%.

Despite these advantages, factory-built construction has struggled to reach scale in the state. While there are successful projects and firms operating in California, the sector remains small relative to conventional site-built construction, with some estimates putting it as less than 5% of total new residential construction. This gap between technical potential and market reality suggests that the constraint is not simply whether factory-based methods can work, but whether the broader policy, regulatory, financial, and institutional environment will allow them to work.

Stakeholders consistently emphasize that the failure to scale can be traced back to the distinct barriers related to risk, certainty, and liability that IC faces. Factory-based production requires upfront capital, standardized processes, and predictable approvals; yet current regulatory and financing systems were largely designed around site-built construction and often introduce uncertainty, duplication, and misaligned incentives. As a result, some of the efficiencies that IC is meant to deliver are eroded by friction elsewhere in the development process.

*California road safety.* California continues to experience a high level of roadway fatalities and serious injuries, with conditions on high-speed facilities, particularly the state highway system, representing a significant share of severe outcomes. According to the California Office of Traffic Safety, there were 4,061 traffic fatalities statewide in 2023, a decrease from 4,539 in 2022, though still historically elevated compared to pre-pandemic levels. The statewide fatality rate was approximately 1.26 deaths per 100 million vehicle miles traveled.

The state highway system, managed by Caltrans, comprises over 15,000 centerline miles and carries a disproportionate share of long-distance and high-speed travel, resulting in a higher severity of crashes relative to local streets. Crash data collected through Caltrans’ annual highway reports indicate that highway collisions are more likely to result in fatalities or serious injuries due to higher travel speeds, longer trip lengths, and increased interaction with heavy vehicles.

*Caltrans transportation permitting process.* The Caltrans Transportation Permit Manual specifies four main types of special permits (transportation permits), single trip, repetitive, variance, and annual. Each of these is considered a type of special permit.

A single-trip permit is issued for a load or vehicle exceeding 8’-6” in width, 14’ in height, or 80,000 pounds in weight, and is valid for one-way travel from Point A to Point B. The permit is valid for seven days and is good for one trip. Permit writers prepare a safe route by checking all horizontal and vertical clearances, as well as bridge weight restrictions. If the same route is used

for multiple one-way trips, a repetitive permit may be issued for loads up to 12 feet wide, 14'-6" high, and 90 feet long. A repetitive permit is valid for up to 90 days. For loads exceeding 15 feet in width, 17 feet in height, or 135 feet in length, a variance permit is issued, which is a type of single trip permit. A variance permit may require a California Highway Patrol escort to move the load.

An annual permit is issued for a load or vehicle up to 12 feet in width, 14 feet in height, and 40 feet distance from kingpin to rear axle. These permits are valid for one year. Permit writers do not prepare a specific route; rather, permit holders may travel on all designated annual routes. Caltrans weekly notifies the hauler of any restrictions on those annual routes.

Regarding manufactured homes, annual permits are issued for loads up to 12 feet in width, 14 feet in height, and combined lengths up to 105 feet using California pilot car maps. These limits allow uniform statewide travel without requiring route-specific engineering review. A single-trip permit is issued for manufactured homes between 12 and 16 feet in width because exceeding annual permit parameters (width, height, and length) requires verification of bridge clearances, overhead structures, turning radii, and overall route feasibility. When widths exceed 12 feet, heights exceed 14 feet, or lengths approach 120 feet, individual routing and clearance checks become necessary for safe operation. Expanding annual permit eligibility to the statutory maximums in the Vehicle Code (VEH 35790.1) would eliminate the operational boundary between permit types and undermine the safety foundation of the annual permit program.

*Pilot car exemption.* Escort vehicles play a critical role in identifying hazards, assisting lane positioning, warning the public, and ensuring drivers can safely navigate constrained or complex highway segments. The exemption in this bill applies only to manufactured homes; other loads posing similar risks will continue to require escorts. Lane widths on highways in California range from 9 to 12 feet wide. Manufactured homes are often wider than the width of the lane they are travelling on, and the increased widths proposed in this bill exacerbate this issue.

*Widening the load.* Increasing the allowable width of manufactured homes directly conflicts with the purpose of annual permits. Annual permits rely on width caps of 12 feet because loads wider than this require additional operational controls such as escort vehicles, route specific review, or involvement by the California Highway Patrol (CHP).

Similarly, raising allowable heights above 14 feet would require verification of bridge clearances, something that cannot be guaranteed without a single trip or repetitive permit. Extending allowable lengths to 120 feet also raises questions about whether these combinations can safely navigate all California highways.

*Restricting authority.* The requirement in this bill that agencies "shall not impose any technical or prescriptive requirement not described in statute" eliminates essential safety tools that state and local permitting programs rely on. If Caltrans is barred from imposing such conditions, it would be unable to restrict annual permit widths to 12 feet or heights to 14 feet and may be compelled to authorize movements up to 16 feet 8 inches wide or 15 feet 8 inches high, even though such movements require CHP escorts and route specific verification. This limitation would also prevent imposing requirements for extralegal weights, despite statutory allowances up to 120,000 pounds, which ordinarily necessitate truck tractor use for safety.

*Committee comments.* The California Assembly convened a Select Committee on Housing Construction Innovation in late 2025. The Committee was tasked with understanding how the State can play a role in reducing the barriers that prevent innovative housing construction methods from achieving scale. To do this with a full understanding of the industry landscape, the Select Committee partnered with the Turner Center for Housing Innovation at UC Berkeley to conduct research with IC stakeholders and experts. Established in 2015, the Turner Center has become a leading voice in identifying, developing, and advancing innovative public and private sector solutions to the nation’s most intractable housing challenges.

From November 2025 through early January 2026, Turner Center researchers spoke with more than 65 people familiar with the industry, including both market-rate and affordable housing developers; general contractors; off-site manufacturers; architects; investors; lenders; building trades unions and carpenters union members; state and regional government staff; building code experts; and representatives from companies using 3D printing, artificial intelligence, or other emerging technologies. These conversations led to more than 75 policy ideas across seven broad themes, which were winnowed down to approximately 40 ideas. The research culminated in a report released in March 2026 entitled “Potential Pathways to Scale Innovative Construction Methods in California.”

In the Turner Center report, one of the areas identified for future research is “Changes to California Escort Requirements for Factory-Built Housing.” The researchers noted that one participant in their research found that California’s rules for transporting large modules differ from those in neighboring states, particularly in requiring two California Highway Patrol escort vehicles to accompany units of a certain size on highways. The researchers then proceed to state that, “further research would be needed to understand the regulatory basis for the current escort requirements, appropriate levers for modifying them, and agencies and stakeholders that would need to be involved.”

This bill relies on reducing safety requirements on the movement of manufactured homes to reduce the barriers to quickly deliver housing to Californians. This Committee should consider if reducing potential barriers to the movement of manufactured housing on California roads is worth the tradeoff of potentially major unintended safety consequences. Removing discretionary authority hinders Caltrans’ and local jurisdictions’ ability to evaluate and mitigate risk. Without the capacity to impose conditions tailored to real world operation, this bill challenges the effectiveness of the permit programs.

*Committee amendments.* The author and this Committee have agreed to the following amendments:

Striking all substantive language from the bill except stating that a special permit shall not be required to move a manufactured home if the applicant has obtained an annual permit, and defining “manufactured home” to include components or modules of factory-built housing as defined by section 19971 of the Health and Safety Code.

## **SECTION 1.**

Section 35790 of the Vehicle Code is amended to read:

### **35790.**

(a) (1) The Department of Transportation or a local ~~authorities~~ authority with respect to highways under their respective ~~jurisdictions may, upon application in writing and if good cause appears,~~ jurisdiction, upon a written application by a transporter or licensed manufacturer or dealer, shall issue a special or annual permit in writing authorizing the applicant to move ~~any~~ a manufactured home in excess of the maximum width but not exceeding 14 feet in total width, exclusive of lights and devices provided for in Sections 35109 and 35110, upon any highway under the jurisdiction of the ~~party~~ entity granting the permit.

~~(2) The Department of Transportation or a local authority shall not impose any technical or prescriptive requirement that is not described in this section on an applicant that would prevent the applicant from obtaining a permit described in this section.~~

(b) A public agency, in the exercise of its discretion in granting ~~permits~~ a permit for the movement of an overwidth manufactured ~~homes~~ home, and in considering the individual circumstances of each case, may use merchandising or relocation of residence as a basis for movement for good cause.

(c) (1) The application for a special permit shall specifically describe the manufactured home to be moved and the particular highways over which the permit to operate is requested.

(2) A special permit shall not be required to move a manufactured home if the applicant has obtained an annual permit pursuant to this section.

~~(2) (3) The application for an annual permit shall specifically describe the power unit to be used to tow the overwidth manufactured homes home and the particular highways over which the permit to operate is requested. The annual permit shall be subject to all of the conditions of this section and any additional conditions imposed by the public agency.~~ section.

(d) The Department of Transportation or local authority may establish seasonal or other time limitations within which a manufactured home may be moved on the highways indicated, and may require an undertaking or other security as it deems necessary to protect the highways and bridges from injury or to provide indemnity for any injury resulting from the ~~operation.~~ movement of the manufactured home.

~~(e) Permits~~ A permit for the movement of ~~manufactured homes under~~ a manufactured home issued pursuant to this section shall not be issued except to transporters or licensed manufacturers and dealers and only under the following conditions:

(1) The manufactured home for which the permit is issued shall comply with Sections 35550 and 35551.

(2) In the case of a permit issued on an individual or repetitive trip basis, the applicant has first received the approval of a city or county if the trip will include movement on streets or highways under the jurisdiction of the city or county. The application for ~~such a~~ the permit shall indicate the complete route of the proposed move and shall specify all cities and counties that have approved the move. This paragraph ~~shall not be construed to~~ does not require the Department of Transportation to verify the information provided by an applicant with respect to movement on streets or highways under local jurisdiction.

(3) It is a violation of ~~any permit, which~~ a permit that is issued pursuant to this section by the Department of Transportation ~~and~~ that authorizes a move only on a state ~~highway,~~ highway for that move to be extended to a street or highway under the jurisdiction of a city or county unless the move has been approved by the city or county.

(f) The Department of Transportation, in cooperation with the Department of the California Highway ~~Patrol,~~ Patrol or the local ~~authority~~ authority, may establish additional reasonable permit regulations as ~~they~~ it may deem necessary in the interest of public ~~safety, which~~ ~~regulations~~ safety. A regulation established pursuant to this subdivision shall be consistent with this section.

(g) ~~Every~~ The permit, the consent form or forms as required by Section 18099.5 of the Health and Safety Code, and a copy of the tax clearance certificate, certificate of origin, or dealer's notice of transfer, ~~when~~ if the certificate or notice is required to be issued, shall be carried in the manufactured home or power unit to which it refers and shall be open to inspection by any peace officer or traffic officer, any authorized agent of the Department of Transportation, or any other officer or employee charged with the care and protection of the highways.

~~(h) A manufactured home move permitted pursuant to this section is exempt from any requirement described in this code that requires a pilot car to be in front of a manufactured home on a four-lane highway or behind a manufactured home on a two-lane highway.~~

~~(h)~~ (i) It is unlawful for any a person to violate any of the terms or conditions of any permit: a permit issued pursuant to this section.

(j) For the purposes of this section, "manufactured home" includes components or modules of factory-built housing as defined in Section 19971 of the Health and Safety Code.

## **SECTION 1.SEC. 2.**

~~Section 35790.1 of the Vehicle Code is amended to read:~~

### **35790.1.**

~~(a) (1) The Department of Transportation or a local authority with respect to highways under their respective jurisdiction, upon a written application by a transporter or licensed manufacturer or dealer, shall issue a special or annual permit in writing authorizing the applicant to move a manufactured home of 14 feet but not exceeding 16 feet and 8 inches in total width, exclusive of lights and devices provided for in Sections 35109 and 35110, and not exceeding 15 feet and 8 inches in height, 120 feet in length, and 120,000 pounds in weight, including the vehicle, trailer, or cargo holder being used to move the manufactured home, upon any highway under the jurisdiction of the entity granting the permit.~~

~~(2) The Department of Transportation or a local authority shall not impose any technical or prescriptive requirement that is not described in this section on an applicant that would prevent the applicant from obtaining a permit described in this section.~~

~~(3) Subdivisions (b) to (j), inclusive, of Section 35790 apply to permits issued pursuant to this section.~~

~~(b) In addition to the requirements and conditions contained in Section 35790 and notwithstanding any other provision of law, all of the following conditions and specifications shall be complied with to move any manufactured home, as defined in Section 18007 of the Health and Safety Code, that is described in excess of 14 feet in total width, but not exceeding 16 feet in total width, exclusive of lights and devices provided for in Sections 35109 and 35110, paragraph (1) of subdivision (a) upon any highway under the jurisdiction of the entity granting the permit:~~

~~(a) (1) For the purposes of width requirements under this code, the overall width of manufactured housing specified in this section shall be the overall width, including roof overhang, eaves, window shades, porch roofs, or any other part of the manufactured house that cannot be removed for the purposes of transporting upon any highway.~~

~~(b) (2) Unless otherwise exempted under this code, all combinations of motor vehicles and manufactured housing shall be equipped with service brakes on all wheels. Service brakes required under this subdivision paragraph shall be adequate, supplemental to the brakes on the towing vehicle, to enable the combination of vehicles to comply with the stopping distance requirements of Section 26454.~~

~~(c) (3) In addition to the requirements contained in Section 26304, the breakaway brake device on any manufactured housing unit equipped with electric brakes shall be powered by a wet cell~~

~~rechargeable battery that is of the same voltage rating as the brakes and has sufficient charge to hold the brakes applied for not less than 15 minutes.~~

~~(d) (4) Notwithstanding any other provision of this code, the weight imposed upon any tire, wheel, axle, drawbar, hitch, or other suspension component on a manufactured housing unit shall not exceed the manufacturer's maximum weight rating for the item or component.~~

~~(e) (5) In addition to the requirements in subdivision (d), paragraph (4), the maximum allowable weight upon one manufactured housing unit axle shall not exceed 6,000 pounds, and the maximum allowable weight upon one manufactured housing unit wheel shall not exceed 3,000 pounds.~~

~~(f) (6) Manufactured housing unit tires shall be free from defects, have at least  $\frac{2}{32}$  of an inch tread depth, as determined by tire tread wear indicators, and shall comply with specifications and requirements contained in Section 3280.904(b)(8) of Title 24 of the Code of Federal Regulations.~~

~~(g) (7) Manufactured housing unit manufacturers shall provide transporters with a certification of compliance document, certifying the manufactured housing unit complies with the specifications and requirements contained in subdivisions (d), (e), and (f), paragraph (4), (5), or (6). Each certification of compliance document shall identify, by serial or identification number, the specific manufactured housing unit being transported and shall be signed by a representative of the manufacturer. Each transporter of manufactured housing units shall have in his or her their immediate possession a copy of the certification of compliance document and shall make the document available upon request by any member of the Department of the California Highway Patrol, any authorized employee of the Department of Transportation, or any regularly employed and salaried municipal police officer or deputy sheriff.~~

~~(h) (8) Manufactured housing unit dealers shall provide transporters with a certification of compliance document, specifying that all modifications, equipment additions, or loading changes by the dealer have not exceeded the gross vehicle weight rating of the manufactured housing unit or the axle and wheel requirements contained in subdivisions (d), (e), and (f), paragraph (4), (5), or (6). Each certification of compliance document shall identify, by serial or identification number, the specific manufactured housing unit being transported and shall be signed by a representative of the dealer. Each transporter of manufactured housing units shall have in his or her their immediate possession a copy of the certification of compliance document and shall make the document available upon request by any member of the Department of the California Highway Patrol, any authorized employee of the Department of Transportation, any regularly employed and salaried municipal police officer or deputy sheriff, or any reserve police officer or reserve deputy sheriff listed under Section 830.6 of the Penal Code.~~

~~(i) (9) Transporters of manufactured housing units shall not transport any additional load in, or upon, the manufactured housing unit that has not been certified by the manufactured housing unit's manufacturer or dealer.~~

~~(j) (10) Every hitch, coupling device, drawbar, or other connections between the towing unit and the towed manufactured housing unit shall be securely attached and shall comply with Subpart J of Part 3280 of Title 24 of the Code of Federal Regulations.~~

~~(k) (11) Manufactured housing units shall be equipped with an identification plate, specifying the manufacturer's name, the manufactured housing unit's serial number, the gross vehicle weight rating of the manufactured housing unit, and the gross weight of the cargo that may be transported in or upon the manufactured housing unit without exceeding the gross vehicle weight rating. The identification plate shall be permanently attached to the manufactured housing unit and shall be positioned adjacent to, and meet the same specifications and requirements applicable to, the certification label required by Subpart A of Part 3280 of Title 24 of the Code of Federal Regulations.~~

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~~) Manufactured housing units shall be subject to all lighting requirements contained in Sections 24603, 24607, 24608, and 24951. When transported during darkness, manufactured housing units shall additionally be subject to Sections 24600 and 25100.~~

~~(m) (13) Manufactured housing units shall have all open sides covered by plywood, hard board, or other rigid material, or by other suitable plastics or flexible material. Plastic or flexible side coverings shall not billow or flap in excess of six inches in any one place. Units that are opened on both sides may be transported empty with no side coverings.~~

~~(n) (14) Transporters of manufactured housing units shall make available all permits, licenses, certificates, forms, and any other relative document required for the transportation of manufactured housing upon request by any member of the Department of the California Highway Patrol, any authorized employee of the Department of Transportation, any regularly employed and salaried municipal police officer or deputy sheriff, or any reserve police officer or reserve deputy sheriff listed under Section 830.6 of the Penal Code.~~

~~(o) (15) The Department of Transportation, in cooperation with the Department of the California Highway Patrol, or the local authority, shall require pilot car or special escort services for the movement of any manufactured housing unit pursuant to this section, and may establish additional reasonable permit regulations, including special routing requirements, as necessary in the interest of public safety and consistent with this section.~~

~~(p) (16) The Department of Transportation shall not issue a permit to move a manufactured home that is in excess of 14 feet in total width unless that department determines that all of the conditions and specifications set forth in this section have been met.~~

### **SEC. 3.**

If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

*According to the author.* “California’s housing crisis requires a creative solution to increase affordability and availability. Factory-built housing and manufactured homes offer an innovative approach to alleviating the housing shortage across our state. AB 2012 will lower transportation costs for manufactured homes and factory-built housing by allowing larger, more efficient housing modules to be shipped in California, while still maintaining safe conditions. This bill increases the allowable module width while reducing overly burdensome escort requirements. By modifying the current shipping procedures, we will significantly reduce the overall transportation costs and ensure more affordable housing options are available to Californians.”

*Arguments in support.* According to the Western Manufactured Housing Communities Association, “Manufactured homes are an important component of California’s housing supply, and one of the primary advantages of mobilehomes is that they are much more affordable than traditional site-built homes. AB 2012 is an attempt to make manufactured homes even more affordable to future homebuyers planning to live in mobilehome parks across California. Your bill will reduce transportation costs associated with moving manufactured homes from factories to their installation sites. By removing excessive pilot car requirements and a requirement to use the California Highway Patrol to escort vehicles of a certain size, costs will drop and safety will be ensured by allowing a manufacturer to obtain a single permit to transport large homes.”

*Previous and related legislation.* AB 1815 (Wicks) of 2026, would prohibit a city, county, or city and county from imposing or enforcing building standards that exceed the state minimum building standards in the California Building Standards Code on a housing construction project

that utilizes factory-built housing, provided that at least 15% of the project's hard costs, as defined, are spent on factory-built housing that bears the insignia of the Department of Housing and Community Development. This bill is currently scheduled for a hearing in the Assembly Housing and Community Development Committee on April 22, 2026.

AB 2058 (Harabedian and Wicks) of 2026, would, among other provisions, remove the requirement that a local enforcement agency enforce and inspect the installation of factory-built housing and, instead, require a first user to choose to have either the local enforcement agency or a quality assurance agency, acting on behalf and subject to the supervision of the department, enforce and inspect the installation of factory-built housing. This bill is currently scheduled for a hearing in the Assembly Housing and Community Development Committee on April 15, 2026.

AB 1399 (Hoover) of 2025, would have required Caltrans to perform additional actions for an encroachment permit application for a broadband facility including requiring the application and review process for the application be uniform throughout the state, and would require a broadband facility encroachment permit application that is deemed complete to be deemed approved. The bill was held in the Assembly Transportation Committee.

#### **REGISTERED SUPPORT / OPPOSITION:**

##### **Support**

Abundance Network  
California Council for Affordable Housing  
California Housing Consortium  
Housing Action Coalition  
Prosperity Action  
San Francisco Bay Area Planning and Urban Research Association  
Western Manufactured Housing Communities Association

##### **Opposition**

None on file

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