



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 6</a> <a href="#">Friedman</a>	Introduced 12/5/2022	Assembly Print	<p><b>Transportation planning.</b> Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region’s sustainable communities strategy and the state’s climate goals.</p>		
<a href="#">AB 7</a> <a href="#">Friedman</a>	Introduced 12/5/2022	Assembly Print	<p><b>Transportation: funding: capacity projects.</b> Current law requires the Department of Transportation to improve and maintain the state’s highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.</p>		

<p><a href="#">AB 9</a> <a href="#">Muratsuchi</a></p>	<p>Introduced 12/5/2022</p>	<p>Assembly Natural Resources</p>	<p><b>California Global Warming Solutions Act of 2006: emissions limit.</b> The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.</p>	<p>Tracking</p>	
<p><a href="#">AB 12</a> <a href="#">Haney</a></p>	<p>Introduced 12/5/2022</p>	<p>Assembly Judiciary</p>	<p><b>Tenancy: security deposits.</b> Current law regulates the terms and conditions of residential tenancies, and prohibits a landlord from demanding or receiving security for a rental agreement for residential property, however denominated, in an amount or value in excess of an amount equal to 2 months' rent, in the case of unfurnished residential property, and an amount equal to 3 months' rent, in the case of furnished residential property, in addition to any rent for the first month paid on or before initial occupancy. This bill would instead prohibit a landlord from demanding or receiving security for a rental agreement for residential property in an amount or value in excess of an amount equal to one month's rent, regardless of whether the residential property is unfurnished or furnished, in addition to any rent for the first month paid on or before initial occupancy.</p>		

<p><a href="#">AB 16</a> <a href="#">Dixon</a></p>	<p>Introduced 12/5/2022</p>	<p>Assembly Print</p>	<p><b>Motor Vehicle Fuel Tax Law: adjustment suspension.</b> The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, 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. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.</p>		
<p><a href="#">AB 31</a> <a href="#">Carrillo, Juan</a></p>	<p>Introduced 12/5/2022</p>	<p>Assembly Print</p>	<p><b>Public transit: funding.</b> Current law provides various sources of funding for capital and operating expenses of public transit systems and intercity rail in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would appropriate funds for the development and operation of a privately run public transit system connecting the Victor Valley and the Antelope Valley in southern California.</p>		
<p><a href="#">AB 50</a> <a href="#">Wood</a></p>	<p>Introduced 12/5/2022</p>	<p>Assembly Print</p>	<p><b>Energy demand: communication.</b> Current law requires the Energy Commission, in consultation with specified state and federal agencies and at least every 2 years, to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. This bill would express the intent of the Legislature to enact subsequent legislation to improve consistent communication between the Energy Commission, Independent System Operator, Public Utilities Commission, and investor-owned utilities to ensure that the state is timely meeting energy demand.</p>		

<p><a href="#">AB 67</a> <a href="#">Muratsuchi</a></p>	<p>Introduced 12/7/2022</p>	<p>Assembly Public Safety</p>	<p><b>Homeless Courts Pilot Program.</b> Current law governs the jurisdiction of various criminal actions and criminal proceedings. Current law also provides various diversion programs, including programs for defendants with cognitive disabilities and programs for defendants who were, or currently are, members of the United States military. This bill, upon an appropriation by the Legislature, would create the Homeless Courts Pilot Program, which would remain in effect until January 1, 2028, to be administered by the Judicial Council for the purpose of providing comprehensive community-based services to achieve stabilization for, and address the specific legal needs of, chronically homeless individuals who are involved with the criminal justice system. The bill would require programs seeking grant funds to provide a number of specified services or program components, including, but not limited to, a diversion program enabling participating defendants to have infraction or misdemeanor charges dismissed upon completion of a program, provision of supportive housing, as defined, during the duration of the program, and a dedicated county representative to assist defendants with housing needs. The bill would require an applicant for grant funding under the program to submit a plan for a new homeless court program or expansion of an existing homeless court program, and would require any funding awarded to an applicant to be used in accordance with that plan.</p>		
<p><a href="#">AB 68</a> <a href="#">Ward</a></p>	<p>Introduced 12/8/2022</p>	<p>Assembly Print</p>	<p><b>Housing.</b> The Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law defines several terms for the purposes of these provisions. This bill would make nonsubstantive changes to those definitions.</p>		
<p><a href="#">AB 73</a> <a href="#">Boerner</a> <a href="#">Horvath</a></p>	<p>Introduced 12/13/2022</p>	<p>Assembly Print</p>	<p><b>Vehicles.</b> Would state the intent of the Legislature to enact legislation relating to a stop-as-yield pilot program seeking to improve the flow of traffic by allowing both drivers and bicyclists to move safely at an intersection where there is a stop sign.</p>		

<p><a href="#">AB 84</a> <a href="#">Ward</a></p>	<p>Introduced 12/16/2022</p>	<p>Assembly Housing and Community Development</p>	<p><b>Property tax: welfare exemption: affordable housing.</b> Current property tax law, in accordance with the California Constitution, provides for a “welfare exemption” for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Under current property tax law, property that meets these requirements that is used exclusively for rental housing and related facilities is entitled to a partial exemption, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving lower income households represents of the total number of residential units, in any year that any of certain criteria apply, including that the property be subject to a legal restriction that provides that units designated for use by lower income households are continuously available to or occupied by lower income households, at rents not exceeding specified limits. For the 2018–19 fiscal year through the 2027–28 fiscal year, in the case of an eligible owner of property receiving a low-income housing tax credit under specified federal law, existing property tax law requires that a unit continue to be treated as occupied by a lower income household for these purposes if the occupants were lower income households on the lien date in the fiscal year in which their occupancy of the unit commenced and the unit continues to be rent restricted, notwithstanding an increase in the income of the occupants of the unit to 140% of area median income, adjusted for family size. This bill, beginning with the 2024–25 fiscal year, would remove the requirement that an eligible owner of property receive a low-income housing tax credit and would instead require that a unit continue to be treated as occupied by a lower income household, as described above, if the property is subject to a legal restriction that provides that units designated for use by lower income households are continuously available to or occupied by lower income households, at rents not exceeding specified limits.</p>		
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<p><a href="#">AB 96</a> <a href="#">Kalra</a></p>	<p>Introduced 1/9/2023</p>	<p>Assembly Public Employment and Retirement</p>	<p><b>Public employment: local public transit agencies: autonomous transit vehicle technology.</b> Would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, and within 30 days of receiving the specified information, to commence collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.</p>		
<p><a href="#">AB 99</a> <a href="#">Connolly</a></p>	<p>Introduced 1/9/2023</p>	<p>Assembly Transportation</p>	<p><b>State highways: vegetation management: herbicides and pesticides.</b> Current law prohibits each state agency that has responsibility for roadside vegetation control operations on, or along, a roadway, including a state highway, from conducting a roadside vegetation control operation on a portion of the roadway for which a property owner has made a request for information related to the roadside vegetation control operation until certain conditions are satisfied, as specified. This bill would require the Department of Transportation to develop and adopt a statewide policy to discontinue roadside spraying of herbicides and synthetic pesticides in each county where the county board of supervisors has adopted a resolution that opposes the spraying of herbicides and synthetic pesticides in the county, except where no alternative vegetation management practice is feasible or during a state of emergency relating to wildfire if the spraying is solely for purposes of preventing, combating, or mitigating the risk of wildfire.</p>		
<p><a href="#">AB 221</a> <a href="#">Ting</a></p>	<p>Introduced 1/10/2023</p>	<p>Assembly Budget</p>	<p><b>Budget Act of 2023.</b> Would make appropriations for the support of state government for the 2023–24 fiscal year.</p>		

<p><a href="#">AB 241</a> <a href="#">Reyes</a></p>	<p>Introduced 1/13/2023</p>	<p>Assembly Print</p>	<p><b>Clean Transportation Program.</b> The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.</p>		
<p><a href="#">AB 257</a> <a href="#">Hoover</a></p>	<p>Introduced 1/19/2023</p>	<p>Assembly Public Safety</p>	<p><b>Encampments: penalties.</b> Would prohibit a person from sitting, lying, sleeping, or storing, using, maintaining, or placing personal property in any street, sidewalk, or other public property within 500 feet of a school, daycare center, park, or library. The bill would make a violation of the prohibition an infraction or a misdemeanor. The bill would also make willfully resisting, delaying, or obstructing a peace officer, public officer, or public employee in the discharge or attempt to discharge any duty to enforce the prohibition a misdemeanor. By imposing criminal penalties for a violation of these provisions, this bill would impose a state-mandated local program.</p>		
<p><a href="#">AB 281</a> <a href="#">Grayson</a></p>	<p>Introduced 1/24/2023</p>	<p>Assembly Local Government</p>	<p><b>Planning and zoning: housing: postentitlement phase permits.</b> Current law, which is part of the Planning and Zoning Law, requires a local agency to compile a list of information needed to approve or deny a postentitlement phase permit, to post an example of a complete, approved application and an example of a complete set of postentitlement phase permits for at least 5 types of housing development projects in the jurisdiction, as specified, and to make those items available to all applicants for these permits no later than January 1, 2024. Current law establishes time limits for completing reviews regarding whether an application for a postentitlement phase permit is complete and compliant and whether to approve or deny an application, as specified, and makes any failure to meet these time limits a violation of specified law. Current law defines various terms for these purposes, including “local agency” to mean a city, county, or city and county, and “postentitlement phase permit,” among other things, to exclude a permit required and issued by a special district. This bill would include a special district in the definition of “local agency” and would remove special districts from the exclusion in the definition of “postentitlement phase permit.”</p>		

<p><a href="#">AB 284</a> <a href="#">Patterson, Joe</a></p>	<p>Introduced 1/24/2023</p>	<p>Assembly Housing and Community Development</p>	<p><b>Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.</b> Under current law, grants under the Homeless Housing, Assistance, and Prevention (HHAP) program are allocated in 4 rounds of funding, administered by the California Interagency Council on Homelessness, as provided. Current law requires the Department of Housing and Community Development 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. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an evaluation of the HHAP program.</p>		
<p><a href="#">AB 309</a> <a href="#">Lee</a></p>	<p>Introduced 1/26/2023</p>	<p>Assembly Print</p>	<p><b>Social housing.</b> The Zenovich-Moscone-Chacon Housing and Home Finance Act establishes the Department of Housing and Community Development and the California Housing Finance Agency and sets forth various programs administered by those entities intended to, among other things, provide a comprehensive and balanced approach to the solution of housing problems of the people of this state. The act sets forth various definitions that govern its construction. This bill would define "social housing" for purposes of the Zenovich-Moscone-Chacon Housing and Home Finance Act.</p>		



<p><a href="#">AB 312</a> <a href="#">Reyes</a></p>	<p>Introduced 1/26/2023</p>	<p>Assembly Print</p>	<p><b>State Partnership for Affordable Housing Registries in California Grant Program.</b> Would establish, subject to appropriation by the Legislature, the State Partnership for Affordable Housing Registries in California Grant Program to provide technical assistance to eligible entities, as defined, for the purpose of creating a state-managed online platform of affordable housing listings, information, and applications. The bill would require the Department of Housing and Community Development to administer the program and to adopt guidelines for this purpose. The bill would require the department to develop a housing preapplication to standardize applications for affordable housing and to solicit participation of eligible entities no later than January 1, 2026, and to launch the platform no later than July 1, 2027. The bill would require the department to provide technical assistance to participating entities and to ensure equitable access to database users, as specified. The bill would authorize the department to coordinate with the Office of Data and Innovation to carry out the requirements of the program and to contract with vendors pursuant to existing provisions of state contract law, as specified. The bill would establish minimum requirements for the platform and would require a vendor selected to create and maintain the platform to demonstrate specified capabilities and implement those requirements.</p>		
<p><a href="#">AB 316</a> <a href="#">Aguiar-Curry</a></p>	<p>Introduced 1/26/2023</p>	<p>Assembly Print</p>	<p><b>Vehicles: autonomous vehicles.</b> Would prohibit the operation of an autonomous vehicle with a gross vehicle weight of 10,000 pounds or more on public roads for testing purposes, transporting goods, or transporting passengers without a human safety operator physically present in the autonomous vehicle at the time of operation.</p>		
<p><a href="#">AB 321</a> <a href="#">Wilson</a></p>	<p>Introduced 1/26/2023</p>	<p>Assembly Print</p>	<p><b>Sales and Use Tax: exemptions: zero-emission public transportation ferries.</b> Sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill, until January 1, 2034, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined.</p>		

<p><b><a href="#">AB 338</a></b> <a href="#">Aguiar-Curry</a></p>	<p>Introduced 1/30/2023</p>	<p>Assembly Print</p>	<p><b>Public works: definition.</b> 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. Existing law defines the term “public works” for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Current law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would, commencing January 1, 2025, expand the definition of “public works” to include fuel reduction work done under contract and paid for in whole or in part out of public funds performed as part of a fire mitigation project, as specified. The bill would limit those provisions to work that falls within an apprenticeship occupation in the building and construction trades for which an apprenticeship program has been approved and to contracts in excess of \$100,000. The bill would delay the application of those provisions until January 1, 2026, for nonprofits.</p>		
<p><b><a href="#">AB 346</a></b> <a href="#">Quirk-Silva</a></p>	<p>Introduced 1/31/2023</p>	<p>Assembly Print</p>	<p><b>Income tax credits: low-income housing: California Debt Limit Allocation Committee rulemaking.</b> Current law creates the California Debt Limit Allocation Committee (CDLAC) for the purpose of administering the volume limit for the state on private activity bonds through an allocation system. Current law authorizes CDLAC to adopt, amend, or repeal rules and regulations as emergency regulations in accordance with the rulemaking provisions of the Administrative Procedure Act. This bill, instead, would authorize CDLAC to adopt, amend, or repeal rules and regulations without complying with the procedural requirements of the Administrative Procedures Act, except as specified. The bill would make rules and regulations adopted, amended, or repealed by CDLAC effective immediately upon adoption.</p>		

<p><a href="#">AB 350</a> <a href="#">Aguiar-Curry</a></p>	<p>Introduced 1/31/2023</p>	<p>Assembly Print</p>	<p><b>Regional transportation plans: Sacramento Area Council of Governments.</b> Current law requires certain transportation planning agencies, including the Sacramento Area Council of Governments (SACOG), to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. This bill would require the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by the SACOG on November 18, 2019, to remain in effect for all purposes until the SACOG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2025. The bill would provide that a specified update to the regional transportation plan adopted by the SACOG for purposes of compliance with certain federal laws is not a project for purposes of the California Environmental Quality Act (CEQA), thereby exempting this update from CEQA.</p>		
<p><a href="#">AB 356</a> <a href="#">Mathis</a></p>	<p>Introduced 1/31/2023</p>	<p>Assembly Print</p>	<p><b>California Environmental Quality Act: aesthetic impacts.</b> 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. Current law, until January 1, 2024, specifies that, except as provided, a lead agency is not required to evaluate the aesthetic effects of a project and aesthetic effects are not considered significant effects on the environment if the project involves the refurbishment, conversion, repurposing, or replacement of an existing building that meets certain requirements. This bill would extend the operation of the above provision indefinitely.</p>		

<p><a href="#">AB 364</a> <a href="#">Bryan</a></p>	<p>Introduced 2/1/2023</p>	<p>Assembly Print</p>	<p><b>Street furniture data: statewide integrated data platform.</b> Current law authorizes the Department of Transportation to develop, in cooperation with local and regional transportation entities, the full potential of all resources and opportunities that are now, and may become, available to the state and to regional and local agencies for meeting California's transportation needs. Current law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. This bill would require the department to develop guidelines for data sharing, documentation, public access, quality control, and promotion of open-source and accessible platforms and decision support tools related to street furniture data. The bill would define "street furniture" as objects and pieces of equipment installed along a street or road to provide amenities for pedestrians, including, but not limited to, bus shelters, trash receptacles, benches, or public toilets. The bill would require the department to develop the guidelines, in collaboration with specified state and local agencies, and submit a report to the Legislature by January 1, 2025, and every 3 years thereafter, describing those guidelines. To the extent this imposes duties on local agencies, the bill would impose a state-mandated local program.</p>		
<p><a href="#">AB 394</a> <a href="#">Hoover</a></p>	<p>Introduced 2/2/2023</p>	<p>Assembly Print</p>	<p><b>Housing Resources Augmentation Program.</b> The Building Homes and Jobs Act, imposes a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225. Current law requires that a county recorder send revenues from this fee, as provided, to the State Controller for deposit in the Building Homes and Jobs Trust Fund. Current law, for moneys collected on and after January 1, 2019, requires 20% of all moneys in the fund, upon appropriation by the Legislature, to be expended for affordable owner-occupied workforce housing. This bill would reduce the expenditure of moneys in the Building Homes and Jobs Trust Fund for affordable owner-occupied workforce housing from 20% to 10%, and would, instead, require 10% of all moneys in the fund to be transferred to the Housing Resources Augmentation Fund, established by the bill.</p>		

<p><a href="#">AB 410</a> <a href="#">Jones-Sawyer</a></p>	<p>Introduced 2/2/2023</p>	<p>Assembly Print</p>	<p><b>Shared mobility devices.</b> Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity. This bill would make a nonsubstantive change to that provision.</p>		
<p><a href="#">AB 411</a> <a href="#">Bennett</a></p>	<p>Introduced 2/2/2023</p>	<p>Assembly Print</p>	<p><b>Transportation: trails.</b> Current law states the intent of the Legislature to annually allocate \$7,000,000 to the Environmental Enhancement and Mitigation Program Fund to provide grants to local, state, and federal agencies and nonprofit entities to undertake certain environmental enhancement and mitigation projects, including, but not limited to, urban forestry projects, acquisition or enhancement of resource lands, and projects to mitigate the impact of proposed transportation facilities or to enhance the environment. This bill would revise that statement of legislative intent to instead allocate \$10,000,000 annually for that purpose.</p>		
<p><a href="#">AB 413</a> <a href="#">Lee</a></p>	<p>Introduced 2/2/2023</p>	<p>Assembly Print</p>	<p><b>Vehicles: stopping, standing, and parking.</b> Current law prohibits the stopping, standing, or parking of a vehicle in certain places and under certain conditions, including within an intersection, on a sidewalk or crosswalk, or in front of a fire station. Current law additionally authorizes local jurisdictions to, by ordinance, restrict parking in certain areas, at certain times, and for certain reasons, and to establish metered parking. This bill would prohibit the stopping, standing, or parking of a vehicle within 20 feet of any unmarked or marked crosswalk.</p>		

<p><a href="#">AB 434</a> <a href="#">Grayson</a></p>	<p>Introduced 2/6/2023</p>	<p>Assembly Print</p>	<p><b>Housing element: notice of violation.</b> The Planning and Zoning Law, for housing development projects that submit a preliminary application prior to January 1, 2030, prohibits a city or county from conducting more than 5 hearings, as defined, held pursuant to these provisions, or any other law, ordinance, or regulation requiring a public hearing, if the proposed housing development project complies with the applicable, objective general plan and zoning standards in effect at the time an application is deemed complete, as defined. Current law requires the Department of Housing and Community Development to notify a city, county, or city and county, and authorizes the department to notify the Attorney General, that a city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. This bill would additionally authorize the department to notify a city, county, city and county, or the Attorney General when the planning agency of a city, county, or city and county fails to comply with the above-described provision that prohibits holding more than 5 hearings for specified variances.</p>		
<p><a href="#">AB 440</a> <a href="#">Wicks</a></p>	<p>Introduced 2/6/2023</p>	<p>Assembly Print</p>	<p><b>Density bonuses and other incentives.</b> The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct certain types of housing. This bill would make nonsubstantive changes to those provisions.</p>		

<p><a href="#">AB 463</a> <a href="#">Hart</a></p>	<p>Introduced 2/6/2023</p>	<p>Assembly Print</p>	<p><b>Electricity: prioritization of service: public transit vehicles.</b> Current law requires the Public Utilities Commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Current law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles.</p>		
<p><a href="#">AB 480</a> <a href="#">Ting</a></p>	<p>Introduced 2/7/2023</p>	<p>Assembly Print</p>	<p><b>Surplus land.</b> Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. If the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Current law defines terms for purposes of these provisions, including the term "exempt surplus land," which includes, among other things, surplus land that is put out to open, competitive bid by a local agency, as specified, for purposes of a mixed-use development that is more than one acre in area, that includes not less than 300 housing units, and that restricts at least 25% of the residential units to lower income households with an affordable sales price or an affordable rent for a minimum of 55 years for rental housing and 45 years for ownership housing. This bill would modify these provisions to require that the mixed-use development include not less than 300 residential units.</p>		

<p><a href="#">AB 485</a> <a href="#">Davies</a></p>	<p>Introduced 2/7/2023</p>	<p>Assembly Print</p>	<p><b>Tenancy: application screening fee.</b> Current law regulates the hiring of real property and imposes various requirements on landlords relating to the application for, and leasing of, residential rental property, including prohibiting the imposition of an application screening fee greater than the cost of gathering information concerning the applicant, or the cost of using a tenant screening service or a consumer credit reporting service. Current law specifies that in no case shall the application screening fee charged by the landlord or their agent be greater than \$30 and authorizes the fee to be adjusted annually by the landlord or their agent commensurate with an increase in the Consumer Price Index, as specified. This bill would increase the maximum application screening fee that may be charged by a landlord or their agent to \$40 and would remove the authorization for the fee to be adjusted annually.</p>		
<p><a href="#">AB 499</a> <a href="#">Rivas, Luz</a></p>	<p>Introduced 2/7/2023</p>	<p>Assembly Print</p>	<p><b>Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.</b> Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization. The bill would require the authority, on or before January 1, 2028, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. These provisions would be repealed on January 1, 2029.</p>		
<p><a href="#">AB 500</a> <a href="#">Davies</a></p>	<p>Introduced 2/7/2023</p>	<p>Assembly Print</p>	<p><b>Rent increases: noticing.</b> Current law requires a landlord of a residential dwelling to give notice at least a specified number of days, either 30 or 90, before the effective date of the change based upon the percentage increase in the amount of rent charged to the tenant at any time during the 12 months before the effective date of the increase, either in and of itself or when combined with any other rent increases for the 12 months before the effective date of the increase. Current law also specifies that if the proposed rent increase for a tenant is caused by a change in a tenant's income or family composition as determined by a recertification required by statute or regulation, the notice of the rent increase shall be delivered at least 30 days before the effective date. This bill would instead require that notice of a proposed rent increase of any percentage be delivered at least 90 days before the effective date of the increase.</p>		



<p><a href="#">AB 510</a> <a href="#">Jackson</a></p>	<p>Introduced 2/7/2023</p>	<p>Assembly Print</p>	<p><b>Local land trusts.</b> The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires that the housing element include an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, existing law requires that the local government rezone sites within specified time periods. Current law prescribes requirements for the disposal of surplus land, as defined, by a local agency. Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. This bill would require each city and county to establish a local land trust, as defined, for the purposes of holding and developing real property within the jurisdiction. The bill would require the local land trust to be governed by the city council or board of supervisors of the local government.</p>		
<p><a href="#">AB 519</a> <a href="#">Schiavo</a></p>	<p>Introduced 2/7/2023</p>	<p>Assembly Print</p>	<p><b>Affordable housing: consolidated funding application process.</b> Would require the Department of Housing and Community Development, by July 1, 2024, to establish a workgroup to develop a consolidated application for the purposes of obtaining grants, loans, tax credits, credit enhancement, and other types of financing for building affordable housing, and developing a coordinated review process for the application. The bill would require the workgroup to include representatives of the department, the California Housing Finance Agency, the California Tax Credit Allocation Committee, and the California Debt Limit Allocation Committee. The bill would require the workgroup to identify a lead agency by October 1, 2024 to receive the application and to work directly with applicants and specify the responsibilities of the lead agency. The bill would require the application to follow certain procedures.</p>		

<p><a href="#">AB 529</a> <a href="#">Gabriel</a></p>	<p>Introduced 2/8/2023</p>	<p>Assembly Print</p>	<p><b>Adaptive reuse projects.</b> The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with specified provisions of that law. Existing law, for award cycles commenced after July 1, 2021, awards a city, county, or city and county, that has adopted a housing element determined by the department to be in substantial compliance with specified provisions of the Planning and Zoning Law and that has been designated by the department as prohousing based upon their adoption of prohousing local policies, as specified, additional points in the scoring of program applications for housing and infrastructure programs pursuant to guidelines adopted by the department, as provided. This bill would add the expansion of adaptive reuse projects to the list of specified prohousing local policies.</p>		
<p><a href="#">AB 531</a> <a href="#">Irwin</a></p>	<p>Introduced 2/8/2023</p>	<p>Assembly Print</p>	<p><b>Veterans Housing and Homeless Prevention Bond Act of 2024.</b> Would enact the Veterans Housing and Homeless Prevention Bond Act of 2024 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the Veterans Housing and Homeless Prevention Act of 2014 (VHHPA). The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act.</p>		
<p><a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a></p>	<p>Introduced 12/5/2022</p>	<p>Assembly Print</p>	<p><b>Local government financing: affordable housing and public infrastructure: voter approval.</b> The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.</p>		

<a href="#">ACA 3</a> <a href="#">Lee</a>	Introduced 1/19/2023	Assembly Print	<p><b>Wealth tax: appropriation limits.</b> Would authorize the Legislature to impose a tax upon all forms of personal property or wealth, whether tangible or intangible, and would require any tax so imposed to be administered and collected by the Franchise Tax Board and the Department of Justice, as determined by the Legislature in statute. The measure would authorize the Legislature to classify any form of personal property or wealth for differential taxation or for exemption by a majority vote.</p>		
<a href="#">SB 4</a> <a href="#">Wiener</a>	Introduced 12/5/2022	Senate Housing	<p><b>Planning and zoning: housing development: higher education institutions and religious institutions.</b> Would require that a housing development project be a use by right upon the request of an applicant who submits an application for streamlined approval, on any land owned by an independent institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria, including that the development is not adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use. The bill would define various terms for these purposes. Among other things, the bill would require that 100% of the units, exclusive of manager units, in a housing development project eligible for approval as a use by right under these provisions be affordable to lower income households, except that 20% of the units may be for moderate-income households, provided that all of the units are provided at affordable rent, as set in an amount consistent with the rent limits established by the California Tax Credit Allocation Committee, or affordable housing cost, as specified. The bill would authorize the development to include ancillary uses on the ground floor of the development, as specified.</p>		
<a href="#">SB 7</a> <a href="#">Blakespear</a>	Introduced 12/5/2022	Senate Rules	<p><b>Homelessness.</b> Would state the intent of the Legislature to enact legislation regarding homelessness and the regional housing needs allocation.</p>		
<a href="#">SB 12</a> <a href="#">Stern</a>	Introduced 12/5/2022	Senate Environmental Quality	<p><b>California Global Warming Solutions Act of 2006: emissions limit.</b> Under the California Global Warming Solutions Act of 2006, the State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.</p>		

<a href="#">SB 17</a> <a href="#">Caballero</a>	Introduced 12/5/2022	Senate Rules	<p><b>Senior housing.</b> Would state the intent of the Legislature to enact legislation that would create new opportunities for the development of affordable senior housing.</p>		
<a href="#">SB 18</a> <a href="#">McGuire</a>	Introduced 12/5/2022	Senate Rules	<p><b>Housing programs: tribal housing program.</b> Current law authorizes the Department of Housing and Community Development to modify or waive various requirements of any state financing being provided to a housing development by the department in specified situations, if tribal law, tribal governance, tribal charter, or difference in tribal entity or agency legal structure would cause a violation or not satisfy the requirements for the financing. This bill would express the intent of the Legislature to enact subsequent legislation to create and fund a tribal housing program that promotes construction and rehabilitation of homes for rent and sale, specifically for tribal communities, to direct state agencies with housing funding to create alternative criteria for tribal nations that are tailored to tribal laws and practices in order to meet newly established threshold and compliance requirements for applications, and to provide technical assistance on grant writing and applications on a need basis.</p>		
<a href="#">SB 20</a> <a href="#">Rubio</a>	Introduced 12/5/2022	Senate Gov. & F.	<p><b>Joint powers agreements: regional housing trusts.</b> Would authorize 2 or more cities, by entering into a joint powers agreement pursuant to the Joint Exercise of Powers Act, to create a regional housing trust for the purposes of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their jurisdictions. The bill would require a regional housing trust created pursuant to these provisions to be governed by a board of directors consisting of a minimum of 9 directors, as specified. The bill would authorize a regional housing trust to fund the planning and construction of housing, receive public and private financing and funds, and authorize and issue bonds, as specified. The bill would require the joint powers agreement establishing the regional housing trust to incorporate specified annual financial reporting and auditing requirements.</p>		

<p><a href="#">SB 31</a> <a href="#">Jones</a></p>	<p>Introduced 12/5/2022</p>	<p>Senate Public Safety</p>	<p><b>Encampments: sensitive areas: penalties.</b> Under current law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Current law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor. Under existing law, a public nuisance is anything that is injurious to health, or is indecent or offensive to the senses, so as to interfere with the comfortable enjoyment of life or property by an entire community, neighborhood, or considerable number of persons. Current law provides various remedies against a public nuisance, including abatement by any public body or officer authorized by law. This bill would prohibit a person from sitting, lying, sleeping, or storing, using, maintaining, or placing personal property upon any street, sidewalk, or other public right-of-way within 1000 feet of a sensitive area, as defined. The bill would specify that a violation of this prohibition is a public nuisance that can be abated and prevented, as provided.</p>		
<p><a href="#">SB 34</a> <a href="#">Umberg</a></p>	<p>Introduced 12/5/2022</p>	<p>Senate Gov. &amp; F.</p>	<p><b>Surplus land disposal: violations: Orange County.</b> Current law prescribes requirements for the disposal of land determined to be surplus land by a local agency. Those requirements include a requirement that a local agency, prior to disposing of a property or participating in negotiations to dispose of that property with a prospective transferee, send a written notice of availability of the property to specified entities, depending on the property's intended use, and send specified information in regard to the disposal of the parcel of surplus land to the Department of Housing and Community Development. Current law, among other enforcement provisions, makes a local agency that disposes of land in violation of these disposal provisions, after receiving notification of violation from the department, liable for a penalty of 30% of the final sale price of the land sold in violation for a first violation and 50% for any subsequent violation. Under current law, except as specified, a local agency has 60 days to cure or correct an alleged violation before an enforcement action may be brought. Current law provides for the deposit and use of penalty revenues for housing, as prescribed. This bill, until January 1, 2030, would require the County of Orange, or any city located within Orange County, if notified by the department that its planned sale of surplus land is in violation of existing law, to cure or correct the alleged violation within 60 days, as prescribed.</p>		

<p><a href="#">SB 35</a> <a href="#">Umberg</a></p>	<p>Introduced 12/5/2022</p>	<p>Senate Rules</p>	<p><b>Community Assistance, Recovery, and Empowerment (CARE) Court Program.</b> The Community Assistance, Recovery, and Empowerment (CARE) Act, effective January 1, 2023, authorizes specified adult persons to petition a civil court to create a voluntary CARE agreement or a court-ordered CARE plan and implement services, to be provided by county behavioral health agencies, to provide behavioral health care, including stabilization medication, housing, and other enumerated services, to adults who are currently experiencing a severe mental illness and have a diagnosis identified in the disorder class schizophrenia and other psychotic disorders, and who meet other specified criteria. Current law authorizes CARE Act proceedings to commence in the county where the respondent resides, is found, or is facing criminal or civil proceedings. This bill would make technical, nonsubstantive changes to that provision.</p>		
<p><a href="#">SB 37</a> <a href="#">Caballero</a></p>	<p>Introduced 12/5/2022</p>	<p>Senate Rules</p>	<p><b>Tenancy.</b> Would make findings and declarations relating to senior housing and would state the intent of the Legislature to subsequently amend this bill to include provisions that would enact meaningful tenancy reform to ensure that aging adults can remain safely housed.</p>		
<p><a href="#">SB 72</a> <a href="#">Skinner</a></p>	<p>Introduced 1/10/2023</p>	<p>Senate Budget and Fiscal Review</p>	<p><b>Budget Act of 2023.</b> Would make appropriations for the support of state government for the 2023–24 fiscal year.</p>		
<p><a href="#">SB 84</a> <a href="#">Gonzalez</a></p>	<p>Introduced 1/13/2023</p>	<p>Senate Rules</p>	<p><b>Clean Transportation Program.</b> Would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.</p>		
<p><a href="#">SB 91</a> <a href="#">Umberg</a></p>	<p>Introduced 1/17/2023</p>	<p>Senate Environmental Quality</p>	<p><b>California Environmental Quality Act: exemption: supportive and transitional housing: motel conversion.</b> Current law, until January 1, 2025, exempts from the California Environmental Quality Act (CEQA) projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. This bill would extend indefinitely the above exemption.</p>		
<p><a href="#">SB 221</a> <a href="#">Seyarto</a></p>	<p>Introduced 1/19/2023</p>	<p>Senate Gov. &amp; F.</p>	<p><b>Personal Income Tax Law: Corporation Tax Law: credits: domestic violence survivor housing.</b> Would, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, allow a credit against the taxes imposed by the Personal Income Tax Law and the Corporation Tax Law in an amount equal to the difference between the fair market rental value and the amount realized in rents and other revenues from leasing qualified rental property, as defined, to qualified nonprofits, as defined, for the purpose of providing housing to survivors of domestic violence below market rates. The bill would state it is the intent of the Legislature to comply with the additional information requirements of a bill authorizing a new tax expenditure.</p>		

<p><a href="#">SB 225</a> <a href="#">Caballero</a></p>	<p>Introduced 1/19/2023</p>	<p>Senate Housing</p>	<p><b>Community Anti-Displacement and Preservation Program: statewide contract.</b> Current law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency and makes the department responsible for administering various housing programs throughout the state, including, among others, the Multifamily Housing Program and the California Emergency Solutions Grants Program. Current law, upon appropriation, authorizes the department to make either or both loans and grants to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of department-funded housing projects that have an affordability restriction that has expired, that have an affordability restriction with a remaining term of less than 10 years, or are otherwise at risk for conversion, as provided. This bill would establish the Community Anti-Displacement and Preservation Program for purposes of funding the acquisition and rehabilitation of unrestricted housing units and attaching long-term affordability restrictions on the housing units, while safeguarding against the displacement of current residents.</p>		
<p><a href="#">SB 229</a> <a href="#">Umberg</a></p>	<p>Introduced 1/23/2023</p>	<p>Senate Gov. &amp; F.</p>	<p><b>Surplus land: disposal of property: violations: public meeting.</b> Current law prescribes requirements for the disposal of land determined to be surplus land by a local agency. Those requirements include a requirement that a local agency, before disposing of a property or participating in negotiations to dispose of that property with a prospective transferee, send a written notice of availability of the property to specified entities, depending on the property's intended use, and send specified information in regard to the disposal of the parcel of surplus land to the Department of Housing and Community Development. Current law, among other enforcement provisions, makes a local agency that disposes of land in violation of these disposal provisions, after receiving notification of violation from the department, liable for a penalty of 30% of the final sale price of the land sold in violation for a first violation and 50% for any subsequent violation. Under existing law, except as specified, a local agency has 60 days to cure or correct an alleged violation before an enforcement action may be brought. This bill would require a local agency that has received a notification of violation from the department to hold an open and public session to review and consider the substance of the notice of violation. The bill would require the local agency's governing body to provide prescribed notice no later than 14 days before the public session.</p>		

<p><a href="#">SB 233</a> <a href="#">Skinner</a></p>	<p>Introduced 1/24/2023</p>	<p>Senate Rules</p>	<p><b>Energy: new zero-emission vehicles and electric vehicle supply equipment: bidirectional capability.</b> Current law requires the State Energy Resources Conservation and Development Commission to undertake various actions in furtherance of meeting the state’s clean energy and pollution reduction objectives, including actions related to electric vehicles. This bill would state the Legislature’s intent to enact future legislation to mandate that all new zero-emission vehicles and electric vehicle supply equipment sold in California have bidirectional capability by January 1, 2027, to the extent practical as determined by the commission.</p>		
<p><a href="#">SB 265</a> <a href="#">Hurtado</a></p>	<p>Introduced 1/31/2023</p>	<p>Senate Rules</p>	<p><b>Cybersecurity preparedness: critical infrastructure sectors.</b> Would require the Office of Emergency Services (Cal OES) to direct the California Cybersecurity Integration Center (Cal-CSIC) to prepare, and Cal OES to submit to the Legislature on or before January 1, 2025, a strategic, multiyear outreach plan to assist critical infrastructure sectors, as defined, in their efforts to improve cybersecurity and an evaluation of options for providing grants or alternative forms of funding to, and potential voluntary actions that do not require funding and that assist, that sector in their efforts to improve cybersecurity preparedness. The bill would make related findings and declarations.</p>		
<p><a href="#">SB 267</a> <a href="#">Eggman</a></p>	<p>Introduced 1/31/2023</p>	<p>Senate Rules</p>	<p><b>Credit history of persons receiving government rent subsidies.</b> The California Fair Employment and Housing Act (FEHA), prohibits, in instances in which there is a government rent subsidy, the use of a financial or income standard in assessing eligibility for the rental of housing that is not based on the portion of the rent to be paid by the tenant. FEHA requires the Civil Rights Department to enforce specific provisions of the act, including the provision described above. This bill would additionally prohibit the use of a person’s credit history as part of the application process for a rental housing accommodation without offering the applicant the option of providing alternative evidence of financial responsibility and ability to pay in instances in which there is a government rent subsidy. The bill would require the housing provider to consider that alternative evidence in lieu of the person’s credit history in determining whether to offer the rental accommodation to the applicant.</p>		



<p><a href="#"><b>SB 270</b></a> <a href="#">Wiener</a></p>	<p>Introduced 1/31/2023</p>	<p>Senate Rules</p>	<p><b>California Environmental Quality Act: housing projects: housing sustainability districts: exemption.</b> The California Environmental Quality Act (CEQA) exempts from its requirements a housing project undertaken in a housing sustainability district designated by a local government if specified requirements are met, including that the lead agency has certified an environmental impact report for the district, and the Department of Housing and Community Development has approved the district, within 10 years of the lead agency's review of the housing project. This bill would instead allow the exemption to apply if the lead agency has certified an environmental impact report for the district, and the Department of Housing and Community Development has approved the district, within 12 years of the lead agency's review of the housing project.</p>		
<p><a href="#"><b>SB 294</b></a> <a href="#">Wiener</a></p>	<p>Introduced 2/2/2023</p>	<p>Senate Rules</p>	<p><b>Housing development projects: floor area ratios.</b> The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law prohibits a local agency, as defined, from imposing a floor area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. Current law prohibits a local agency from imposing a lot coverage requirement that would physically preclude a housing development project of not more than 10 units from achieving the floor area ratios described above. This bill would delete the 10-unit maximum for eligible projects, and would prohibit a local agency from imposing a floor area ratio standard that is less than 2.5 on a housing development project that consists of 11 to 20 units. The bill would prohibit a local agency from imposing a floor area ratio standard that is less than 1.25 for every ten housing units, rounded to the nearest ten units, on a housing development project that consists of more than 20 units.</p>		

<p><a href="#">SB 320</a> <a href="#">Skinner</a></p>	<p>Introduced 2/6/2023</p>	<p>Senate Rules</p>	<p><b>Property taxation: possessory interests: independent: publicly owned housing project.</b> Current property tax law requires that all property subject to tax be assessed at its full cash value, and includes certain possessory interests among those property interests that are subject to tax. Current property tax law defines a taxable possessory interest to be a use that is independent, durable, and exclusive. Current property tax law specifies that, for purposes of the definition of a taxable possessory interest, a possession or use is not independent if it is pursuant to a contract that includes, but is not limited to, a long-term lease for the private construction, renovation, rehabilitation, replacement, management, or maintenance of housing for active duty military personnel and their dependents, if specified criteria are met. This bill would provide that there is no independent possession or use of land or improvements if the possession or use is for a tenancy, as defined, in a residential unit, as defined, in a publicly owned housing project, as defined, is part of a governmental assistance program, and directly fulfills the governmental, public purpose of providing the housing, as described in the governmental assistance program.</p>		
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<p><a href="#">SB 341</a> <a href="#">Becker</a></p>	<p>Introduced 2/7/2023</p>	<p>Senate Rules</p>	<p><b>Housing development.</b> Current law awards jurisdictions that are in substantial compliance with specified provisions and that are prohousing additional points or preference in the scoring of applications for specified state programs, including, among others, the Affordable Housing and Sustainable Communities Program and the Infill Incentive Grant Program of 2007. Current law authorizes additional bonus points to be awarded to other state programs when already allowable under state law. Current law establishes the Infill Infrastructure Grant Program of 2019, which requires the department, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants, as defined, to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area, as those terms are defined, pursuant to specified requirements. Current law requires the department, in its review and ranking of applications for the award of capital improvement project grants, to rank affected qualifying infill projects and qualifying infill areas based on specified priorities. This bill would remove the Affordable Housing and Sustainable Communities program from the list of specified state programs for which additional points or preference is awarded. This bill, with respect to the Infill Infrastructure Grant Program of 2019, would specify that only the qualifying infill area portion of that program must be awarded additional points or preference. This bill would add the qualifying infill area and catalytic qualifying infill area portions of the Infill Infrastructure Grant Program of 2019 as one of the specified state programs for which additional points or preference is awarded.</p>		
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<p><a href="#">SB 355</a> <a href="#">Eggman</a></p>	<p>Introduced 2/8/2023</p>	<p>Senate Rules</p>	<p><b>Multifamily Affordable Housing Solar Roofs Program.</b> Decisions of the Public Utilities Commission adopted the California Solar Initiative, to be administered by the state's 3 largest electrical corporations and subject to the commission's supervision. Current law requires the commission to ensure that not less than 10% of the funds for the California Solar Initiative are used for the installation of solar energy systems on low-income residential housing. Pursuant to this requirement, the commission adopted decisions that established the Multifamily Affordable Housing Solar Roofs Program, pursuant to which the electrical corporations provide monetary incentives for the installation of solar energy systems on low-income residential housing. Current law requires the commission, beginning with the 2016-17 fiscal year and ending with the 2019-20 fiscal year, to authorize the annual allocation of certain amounts of moneys for the Multifamily Affordable Housing Solar Roofs Program. Current law authorizes the commission to continue authorizing the allocation of those moneys through June 30, 2026, if the commission determines that revenues are available and that there is adequate interest and participation in the program. This bill would make nonsubstantive changes to the provisions authorizing the program.</p>		
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<p><a href="#">SBX1 2</a> <a href="#">Skinner</a></p>	<p>Introduced 12/5/2022</p>	<p>Senate Rules</p>	<p><b>Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.</b> Current law requires operators of refineries in the state that produce gasoline meeting California specifications, within 30 days of the end of each calendar month, to submit a report to the State Energy Resources Conservation and Development Commission containing certain information regarding its refining activities related to the production of gasoline in that month. Current law requires the commission to notify a refiner that has failed to timely provide the required information and imposes a civil penalty on the refiner that fails to submit the required information within 5 days of being notified of the failure. This bill would establish a maximum gross gasoline refining margin at an unspecified amount per gallon and would authorize the commission to annually adjust the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. The bill would also authorize the commission to assess an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to grant a refiner's request for an exemption from the maximum gross gasoline refining margin upon a showing by the refiner of reasonable cause, and to subject the refiner to alternative maximum margins or other conditions set by the commission. The bill would require a refiner seeking an exemption to file a statement under the penalty of perjury setting forth the basis of the request for exemption.</p>		
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**League of California Cities (“the League”)**

- <https://www.cacities.org/Policy-Advocacy/Bill-Search>

**California State Association of Counties (CSAC)**

- <https://www.counties.org/legislative-tracking>

**California Association of Councils of Government (CALCOG)**

- <https://www.calcog.org/index.php?src=gendocs&ref=billtrack&link=billtrack>

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC ABAG Legislation Committee  
2023 Legislative Deadlines\***

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**January**

- 1: Statutes take effect
- 4: Legislature reconvenes
- 10: Budget must be submitted by Governor
- 16: Martin Luther King, Jr. Day
- 20: Last day for policy committees to hear and report to fiscal committees' fiscal bills introduced in their house in the odd-numbered year.

**February**

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

**March**

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

**April**

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

**May**

- 5: Last day for policy committees to meet and report to the floor nonfiscal bills introduced in their house
- 12: Last day for policy committees to meet prior to June 5
- 19: Last day for fiscal committees to meet and report to the floor bills introduced in their house. Last day for fiscal committees to meet prior to June 5.
- 29: Memorial Day
- 30- June 2: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.

## **Joint MTC ABAG Legislation Committee**

### **2023 Tentative Legislative Deadlines**

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#### **June**

- 2: Last day for each house to pass bills introduced in that house
- 5: Committee meetings may resume
- 15: Budget Bill must be passed by midnight

#### **July**

- 4: Independence Day
- 14: Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment of session provided Budget Bill has been passed.

#### **August**

- 14: Legislature reconvenes from Summer Recess

#### **September**

- 1: Last day for fiscal committees to meet and report bills
- 4: Labor Day
- 5-14: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 8: Last day to amend bills on the floor
- 14: Last day for each house to pass bills. Interim (Study) Recess begins upon adjournment

#### **October**

- 14: Last day for Governor to sign or veto bills passed by the Legislature before September 14 and in the Governor's possession in or after September 14
- 2: Bills enacted on or before this date take effect January 1, 2023

#### **2024**

- January 1: Statutes take effect
- January 3: Legislature reconvenes

Source: compiled by the Office of the Assembly Chief Clerk and the Office of the Secretary of The Senate.

\*Dates are subject to change.