



METROPOLITAN
TRANSPORTATION
COMMISSION

LEGISLATIVE HISTORY
MTC & ABAG Priority Bills
Wednesday, March 09, 2022



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<u>AB 117</u> <u>Boerner</u> <u>Horvath</u>	Amended 7/16/2021	Senate 2 year	Air Quality Improvement Program: electric bicycles. Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program.		
<u>AB 162</u> Committee on Budget	Amended 2/16/2022	Senate Budget and Fiscal Review	Budget Act of 2022. Would express the intent of the Legislature to enact statutory changes relating to the Budget Act of 2022.		
<u>AB 267</u> <u>Valladares</u>	Amended 6/2/2021	Senate 2 year	California Environmental Quality Act: exemption: prescribed fire, thinning, and fuel reduction projects. Current law, until January 1, 2023, exempts from the requirements of CEQA prescribed fire, thinning, or fuel reduction projects undertaken on federal lands to reduce the risk of high-severity wildfire that have been reviewed under the federal National Environmental Policy Act of 1969, as provided. Current law requires the Department of Forestry and Fire Protection, beginning December 31, 2019, and annually thereafter until January 1, 2023, to report to the relevant policy committees of the Legislature the number of times the exemption was used. This bill would extend the exemption from CEQA and the requirement on the department to report to the relevant policy committees of the Legislature to January 1, 2026.		

AB 363 Medina	Amended 7/5/2021	Senate 2 year	<p>Carl Moyer Memorial Air Quality Standards Attainment Program. Current law requires the State Air Resources Board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP). The VIP guidelines allow for the early retirement of existing on-road heavy-duty vehicles, allowing these high-polluting vehicles to be replaced with newer, lower emission vehicles. The VIP guidelines further describe the minimum criteria and requirements for eligibility in the VIP, including, but not limited to, limiting the fleet size and vehicle weight class of eligible vehicles, excluding from program eligibility vehicles subject to the solid waste collection vehicle rule and the fleet rule for transit agencies, and prohibiting the leasing of replacement vehicles. This bill would require the state board, upon appropriation by the Legislature, to develop project grant criteria and guidelines for a new On-Road Heavy-Duty Vehicle Incentive Program (VIP2) that shall provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as provided, and in low-income communities, as defined.</p>		
AB 371 Jones-Sawyer	Amended 7/1/2021	Senate 2 year	<p>Shared mobility devices: insurance and tracking. 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 city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require 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.</p>		

AB 411 Irwin	Amended 1/24/2022	Senate Rules	Veterans Housing and Homeless Prevention Bond Act of 2022. Existing law, the Veterans Housing and Homeless Prevention Bond Act of 2014 (the 2014 bond act), authorizes the issuance of bonds in the amount of \$600,000,000, as specified, for expenditure by the California Housing Finance Agency, the Department of Housing and Community Development, and the Department of Veterans Affairs to provide housing to veterans and their families pursuant to the Veterans Housing and Homeless Prevention Act of 2014 (VHHPA). This bill would enact the Veterans Housing and Homeless Prevention Bond Act of 2022 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the VHHPA. The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act. This bill contains other related provisions.		
AB 455 Wicks	Amended 5/20/2021	Senate 2 year	San Francisco-Oakland Bay Bridge: transit-only traffic lanes. Under current law, the San Francisco-Oakland Bay Bridge is part of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles, and may authorize or permit the exclusive or preferential use of designated lanes on existing highways that are part of the state highway system. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.	Support and Seek Amendment	
AB 482 Ward	Amended 3/17/2021	Senate 2 year	Housing authorities: City of San Diego, County of San Bernardino, and County of Santa Clara: middle-income housing projects pilot program. The Housing Authorities Law authorizes a housing authority of a city or county to, among other things, prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. Current law, until January 1, 2022, authorizes a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as defined, if the project receives gap financing, as defined. Current law requires any gap financing to be approved by the housing authority's legislative body, as provided. Current law requires the housing authority to provide a report to the Legislature, as specified, on and before January 1, 2020, and on or before January 1, 2022. This bill would extend the authority of a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement the above-described pilot program from January 1, 2022, to January 1, 2026.		

AB 500 Ward	Amended 8/31/2021	Senate 2 year	Local planning: coastal development: streamlined permitting. The Coastal Act generally requires each local government lying, in whole or in part, within the coastal zone to prepare a local coastal program for that portion of the coastal zone within its jurisdiction. This bill would require a local government lying, in whole or in part, within the coastal zone that has a certified land use plan or a fully certified local coastal program to adopt, by January 1, 2024, an amendment to that plan or program, as applicable, specifying streamlined permitting procedures in nonhazardous zones for the approval of (1) accessory dwelling units or junior accessory dwelling units, consistent with specified requirements relating to the rental of those units (2) projects in which a specified percentage of the units will be affordable to lower income households or designated for supportive housing, as those terms are defined, and (3) Low Barrier Navigation Centers, as defined. The bill would require that the amendment be submitted to, and processed and approved by, the commission consistent with the above-described requirements for the amendment of a local coastal program.		
AB 561 Ting	Amended 8/26/2021	Senate 2 year	Help Homeowners Add New Housing Program: accessory dwelling unit financing. Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would require the Treasurer's office, by April 1, 2022, to provide a report to the Legislature regarding the creation of the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the development of recommendations for the program, require the Treasurer to consult with the California Housing Financing Agency and the Department of Housing and Community Development, and would also authorize the Treasurer to consult with various other entities, including federal mortgage agencies, private lenders, community development financial institutions, community-based organizations, and local housing trust funds.		
AB 585 Rivas, Luz	Amended 7/13/2021	Senate 2 year	Climate change: Extreme Heat and Community Resilience Program. Would establish the Extreme Heat and Community Resilience Program for the purpose of coordinating state efforts and supporting local and regional efforts to mitigate the impacts of, and reduce the public health risks of, extreme heat and the urban heat island effect, and would require the Office of Planning and Research to administer the program through the Integrated Climate Adaptation and Resiliency Program.		

AB 660 Cooper	Introduced 2/12/2021	Senate Rules	<p>Department of Motor Vehicles: records: pull-notice system. Current law requires a prospective employer of a driver of specified vehicles, such as a permitted taxicab, to obtain a report from the Department of Motor Vehicles that shows the driver's current public record. Current law requires an employer of a driver who drives a specified vehicle to participate in a pull-notice system, which is a process for the purpose of providing the employer with a report showing the driver's current public record, and any subsequent convictions, failures to appear, accidents, driver's license suspensions, driver's license revocations, or any other actions taken against the driving privilege or certificate, added to the driver's record while the employer's notification request remains valid and has not been canceled. Current law also requires the employer of the driver to obtain a periodic report from the department at least every 12 months. This bill would expand the applicability of these provisions, including the pull-notice system, to include drivers of vehicles operated in the service of a delivery network company, a transportation network company, a charter-party carrier, as defined, or operated for compensation in fulfillment of deliveries, as defined.</p>		
AB 682 Bloom	Amended 1/13/2022	Senate Rules	<p>Planning and zoning: density bonuses: cohousing buildings. Current law, commonly referred to as 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, among other options, specified percentages of units for moderate-income, lower income, or very low income households and meets other requirements. This bill would additionally require that a density bonus be provided under these provisions to a developer who agrees to construct a housing development that is a cohousing building, as defined, that meets specified requirements and will contain either 10% of the total square footage for lower income households, as defined, or 5% of the total square footage for very low income households, as defined.</p>		

AB 713 Garcia, Cristina	Amended 5/24/2021	Senate 2 year	State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis. The State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. 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 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the outcomes in the scoping plan, as specified.		
AB 897 Mullin	Amended 7/14/2021	Senate 2 year	Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans. Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Current law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.	Support	Support
AB 950 Ward	Amended 7/13/2021	Senate 2 year	Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs. Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act, except the department would be required to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the real property is located.		

AB 965 Levine	Amended 6/29/2021	Senate 2 year	Building standards: electric vehicle charging infrastructure. Would require the Department of Housing and Community Development to, when considering proposed building standards for future electric vehicle charging infrastructure in existing multifamily dwellings, consider whether electric vehicle charging standards shall only apply to multifamily dwellings or during the time of construction activity requiring a building or electrical permit in order to minimize the cost of installing infrastructure, and whether to require up to 20% of parking spaces in existing multifamily dwellings to support future installation of electric vehicle charging infrastructure. The bill would require the commission, by July 1, 2024, or the publication of the next interim California Building Code, whichever comes first, to research, develop, and propose building standards regarding the installation of future electric vehicle charging infrastructure for parking spaces for existing nonresidential development, as specified.		
AB 983 Garcia, Eduardo	Amended 6/15/2021	Senate 2 year	Public contracts: construction projects: community workforce agreements: battery manufacturing and lithium-based technology. Current law requires the California Workforce Development Board to report to the Legislature on the need for workforce development resources, including the use of community workforce agreements, among other things, to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals. This bill would authorize a public entity to use, enter into, or require contractors to enter into, a community workforce agreement, as defined, for construction projects related to battery manufacturing and lithium-based technology in the Salton Sea geothermal resource area.		
AB 984 Rivas, Luz	Amended 9/3/2021	Assembly 2 year	Vehicle identification and registration: alternative devices. Current law requires a vehicle to display a license plate, issued by the Department of Motor Vehicles, with tabs that indicate the month and year the vehicle registration expires. Current law authorizes the department to conduct a pilot program, until January 1, 2023, if certain conditions are met, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards. Under existing law, a person who alters, forges, counterfeits, or falsifies, among other things, a device issued pursuant to the pilot program, is guilty of a felony. This bill would require the department to establish a program authorizing an entity to issue alternatives to stickers, tabs, license plates, and registration cards under specified conditions that include, among others, approval of the alternative devices by the Department of the California Highway Patrol.		

AB 989 Gabriel	Amended 8/18/2021	Senate 2 year	<p>Housing Accountability Act: appeals: Office of Housing Appeals. The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would, until January 1, 2029, establish an Office of Housing Appeals (office) within the department, administered by the director of the department, to review housing development projects that are alleged to have been denied or subject to conditions in violation of the Housing Accountability Act. The bill would establish housing appeals panels, consisting of administrative law judges with specified qualifications, within the office.</p>		
AB 1288 Quirk-Silva	Amended 1/24/2022	Senate Rules	<p>Taxation: income: insurance: tax credits: low-income housing. Current law provides for an additional allocation of \$500,000,000 in low-income housing tax credits for the 2020 calendar year and up to \$500,000,000 for the 2021 calendar year and thereafter. Current law provides that the additional amount for the 2021 calendar year and thereafter is available only if the Budget Act or related legislation specifies an amount available for allocation. Current law authorizes CTCAC to allocate up to \$200,000,000 of this amount for housing financed by the California Housing Finance Agency (CalHFA) under its Mixed-Income Program. Current law specifies that eligible projects for the additional \$500,000,000 in low-income housing credits, as described above, include any new building, as defined in specified federal law. Current law requires, for allocations for the 2021 calendar year and thereafter, that CTCAC and the California Debt Limit Allocation Committee (CDLAC) develop and prescribe regulations, rules, or guidelines necessary to implement a new allocation methodology that is aimed at increasing production and containing costs, as provided. This bill would, instead, provide that the above-described allocation of an additional \$500,000,000 in low-income housing tax credits applies only with respect to the 2020 and 2021 calendar years. For the 2022 calendar year and thereafter, the bill would provide for an allocation of up to \$500,000,000 if the annual Budget Act or related legislation specifies an amount for allocation.</p>		

AB 1322 Rivas, Robert	Amended 9/2/2021	Senate 2 year	California Global Warming Solutions Act of 2006: scoping plan: sustainable aviation fuels. Would require the State Air Resources Board, as part of the next scoping plan update, to develop a plan, consistent with federal law, to use sustainable aviation fuels to reduce greenhouse gas emissions from aircrafts in the state by 40% below 1990 levels by 2030 and to achieve net-zero greenhouse gas emissions by 2045. The bill would require, no later than January 1, 2023, the state board to undertake certain actions in developing the plan, including, among others, consulting with designated state agencies and, if feasible, commercial airports, commercial and business airlines that operate in the state, aircraft manufacturers, sustainable aviation fuels producers and developers, and infrastructure providers to develop the plan.		
AB 1329 Nazarian	Amended 6/30/2021	Senate 2 year	Building codes: earthquakes: functional recovery standard. Would, in addition to making specified findings and declarations, require the Building Standards Commission and the Department of Housing and Community Development to develop, adopt, approve, codify, and publish building standards that would require buildings not already under the authority of a different state agency to be designed and built to a functional recovery standard, as defined, for earthquake loads, as specified. The bill would require the commission and the department to actively consult with interested parties, as specified, in proposing and adopting functional recovery standards.		
AB 1358 Muratsuchi	Amended 7/8/2021	Senate 2 year	Demographics: ancestry and ethnic origin. Current law requires specified agencies to use additional separate collection categories and other tabulations for major Asian groups and Native Hawaiian and other Pacific Islander groups. This bill would require those specified agencies to also use additional separate collection categories and other tabulations for specified Hispanic, Latino, or Spanish groups, Caribbean groups, Black or African American groups, Native American groups, and Middle Eastern or North African Groups.		
AB 1384 Gabriel	Amended 8/26/2021	Senate 2 year	Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022. Current law requires the Natural Resources Agency to release a draft of the state's climate adaptation strategy, known as the Safeguarding California Plan, by January 1, 2017, and every 3 years thereafter, to update the plan by July 1, 2017, and every 3 years thereafter, and to coordinate with other state agencies to identify vulnerabilities to climate change by sectors and priority actions needed to reduce the risks in those sectors. Existing law requires, to address the vulnerabilities identified in the plan, state agencies to maximize specified objectives. This bill would instead require the agency to release the draft plan by January 1, 2024, and every 3 years thereafter, and to update the plan by July 1, 2024, and every 3 years thereafter.		

AB 1395 Muratsuchi	Amended 9/3/2021	Senate 2 year	The California Climate Crisis Act. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill, the California Climate Crisis Act, would declare the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 levels.		
AB 1401 Friedman	Amended 7/5/2021	Senate 2 year	Residential and commercial development: remodeling, renovations, and additions: parking requirements. Would prohibit a public agency in a county with a population of 600,000 or more from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within 1/2 mile, as specified, of public transit, as defined. The bill would prohibit a public agency in a city with of 75,000 or more located in a county with a population of less than 600,000 from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the project is located within 1/4 mile, as specified, of public transit, as defined. The bill would create authorizations in this regard for a city or a county to which these prohibitions do not apply.	Support	Support
AB 1445 Levine	Amended 1/3/2022	Senate Rules	Planning and zoning: regional housing need allocation: climate change impacts. Would, commencing January 1, 2025, require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.		

AB 1551 Santiago	Amended 1/13/2022	Senate Rules	Planning and zoning: development bonuses: mixed-use projects. 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 specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Previously existing law, until January 1, 2022, required a city, county, or city and county to grant a commercial developer a development bonus, as specified, when an applicant for approval of a commercial development had entered into an agreement for partnered housing with an affordable housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing. This bill would reenact the above-described provisions regarding the granting of development bonuses to certain projects. The bill would require a city or county to annually submit to the Department of Housing and Community Development information describing an approved commercial development bonus. The bill would repeal these provisions on January 1, 2028.		
AB 1602 McCarty	Introduced 1/3/2022	Assembly Higher Education	Student, faculty, and staff housing: California Student Housing Revolving Loan Fund Act of 2022. Would establish the California Student Housing Revolving Loan Fund Act of 2022 to provide zero-interest loans to qualifying applicants of the University of California, the California State University, and the California Community Colleges for the purpose of constructing affordable student housing and faculty and staff housing, as specified. The bill would establish the California Student Housing Revolving Fund as a continuously appropriated fund in the State Treasury, thereby making an appropriation. The bill would state the intent of the Legislature to appropriate \$5,000,000,000 for purposes of the housing loans.		
AB 1626 Nguyen	Introduced 1/10/2022	Assembly Print	Motor Vehicle Fuel Tax Law: limitation on adjustment. Existing law, 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 annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.		

AB 1640 Ward	Introduced 1/12/2022	Assembly Natural Resources	Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans. Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks.		
AB 1644 Burke	Introduced 1/12/2022	Assembly Labor and Employment	Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021 The California Jobs Plan Act of 2021 requires the State Air Resources Board to work with the Labor and Workforce Development Agency to update, by July 1, 2025, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. Current law exempts from these standards applicants for certain types of projects. This bill would exempt from these standards applicants for projects for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects.		
AB 1654 Rivas, Robert	Introduced 1/14/2022	Assembly Print	The Joe Serna, Jr. Farmworker Housing Grant Program. Current law requires the Department of Housing and Community Development to establish the Joe Serna, Jr. Farmworker Housing Grant Program under which the department is required to make grants or loans available to specified entities for, among other things, the construction or rehabilitation of rental housing for lower-income agricultural employees and their families or for the acquisition of manufactured housing as part of a program to address and remedy the impacts of current and potential displacement of farmworker families from existing labor camps, mobilehome parks, or other housing. This bill would make nonsubstantive changes to this provision.		

AB 1680 Lee	Introduced 1/24/2022	Assembly Print	Transit operators: ticket machines: access for visually impaired persons. Current law requires a transit operator that improves or replaces a ticket vending machine at a public transit station to include video instructions, to also equip the ticket vending machine with audio instructions that will enable visually impaired persons to follow the visual prompts. This bill would make nonsubstantive changes to this provision.		
AB 1695 Santiago	Introduced 1/25/2022	Assembly Print	Housing construction subsidy programs: adaptive reuse projects. Would declare the intent of the Legislature to enact legislation to provide that state housing construction subsidy programs provide funding for adaptive reuse projects that repurpose existing buildings to produce affordable housing units for extremely low and very low income Californians.		
AB 1713 Boerner Horvath	Introduced 1/26/2022	Assembly Transportation	Vehicles: required stops: bicycles. Would, until January 1, 2026, require a person who is 18 years of age or older riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle.		
AB 1738 Boerner Horvath	Introduced 1/31/2022	Assembly Housing and Community Development	Building standards: installation of electric vehicle charging stations: existing buildings. Current law requires the Department of Housing and Community Development to propose to the California Building Standards Commission for consideration mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings, as specified. Existing law requires the commission to adopt, approve, codify, and publish mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development. This bill would recast these provisions to instead require mandatory building standards for the installation of electric vehicle charging stations with Level 2 or direct current fast charger electric vehicle supply equipment, as defined, to be proposed by the Department of Housing and Community Development for the installation in existing multifamily dwellings, hotels, and motels, by the Division of the State Architect for the installation in existing school buildings, and by the commission for the installation in existing nonresidential buildings, as specified.		

AB 1748 Seyarto	Introduced 2/1/2022	Assembly Local Government	<p>Exempt surplus land: regional housing need. Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "surplus land" for these purposes to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action declaring that the land is surplus and is not necessary for the agency's use. Current law provides that an agency is not required to follow the requirements for disposal of surplus land for "exempt surplus land," except as provided. Current law categorizes as "exempt surplus land," surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use. This bill would add to the definition of "exempt surplus land," surplus land that is zoned for a density of up to 30 residential units and is owned by a city or county that demonstrates adequate progress in meeting its share of regional housing need in its annual report, as specified, has constructed an adequate number of housing units to meet its share of regional housing need in the immediately preceding or current housing element cycle, as specified, or is designated as prohousing by the department.</p>		
AB 1778 Garcia, Cristina	Introduced 2/3/2022	Assembly Transportation	<p>State transportation funding: freeway widening: poverty and pollution: Department of Transportation. Current law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. 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. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.</p>		

AB 1814 Grayson	Introduced 2/7/2022	Assembly U. & E.	Transportation electrification: community choice aggregators. Current law requires the Public Utilities Commission to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if they are consistent with the above-described purposes, do not unfairly compete with nonutility enterprises, include performance accountability measures, and are in the interests of ratepayers. Current law authorizes a community choice aggregator to aggregate the electrical load of interested electricity consumers within its boundaries and requires a community choice aggregator to file an implementation plan with the PUC, to register with the PUC, and to enter into an operating service agreement with an electrical corporation. This bill would, as part of the PUC's program described above, authorize community choice aggregators to file applications for programs and investments to accelerate widespread transportation electrification, as specified.		
AB 1830 Seyarto	Introduced 2/7/2022	Assembly Housing and Community Development	Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program. Current law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Under current law, grants under the HHAP program are allocated in 4 rounds of funding, administered by the Homeless Coordinating and Financing Council, 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 assessment of the HHAP program.		
AB 1850 Ward	Introduced 2/8/2022	Assembly Housing and Community Development	Public housing: unrestricted housing. Would prohibit a city, county, city and county, joint powers authority, or any other political subdivision of a state or local government from acquiring unrestricted housing, as defined, unless each unit in the development meets specified criteria, including that the initial rent for the first 12 months postconversion is at least 10% less than the average monthly rent charged for the unit over the 12-month period prior to conversion and at least 20% less than the small area fair market rent.		

AB 1873 Boerner Horvath	Introduced 2/8/2022	Assembly Revenue and Taxation	Personal Income Tax Law: Corporation Tax Law: credits: electric vehicle charging stations. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2025, and before January 1, 2030, in an amount equal to 40% of the amount paid or incurred in qualified costs by a qualified taxpayer during the taxable year for the installation of specified electric vehicle supply equipment in a covered multifamily dwelling, subject to certain maximum credit amounts. The bill would define various terms for these purposes. The bill would repeal these provisions as of December 1, 2030.		
AB 1909 Friedman	Introduced 2/9/2022	Assembly Transportation	Vehicles: bicycle omnibus bill. Current law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Current law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would remove the authority of a local jurisdiction to prohibit class 1 and class 2 electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of a class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour. This bill contains other related provisions and other existing laws.		
AB 1911 Gabriel	Amended 3/7/2022	Assembly Revenue and Taxation	Income taxes: credits: low-income housing. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a specified multifamily rental housing development or mobilehome park to a qualified developer, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would define a qualified developer for purposes of this bill, in part, as a specified entity that commits, under penalty of perjury, to employing a tax credit reservation allowed by the bill in the acquisition of a qualified development.		

AB 1919 Holden	Amended 3/7/2022	Assembly Transportation	Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding. Current law establishes the State Transit Assistance Program for the purpose of providing a source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Current law establishes the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs.		
AB 1944 Lee	Introduced 2/10/2022	Assembly Local Government	Local government: open and public meetings. Current law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda or be accessible to the public when the legislative body has elected to allow members to participate via teleconferencing.		
AB 1945 Aguilar-Curry	Introduced 2/10/2022	Assembly Housing and Community Development	Affordable Disaster Housing Revolving Development and Acquisition Program. Would require the Department of Housing and Community Development to establish and administer the Affordable Disaster Housing Revolving Development and Acquisition Program to fund the predevelopment expenses, acquisition, construction, reconstruction, and rehabilitation of property to develop or preserve affordable housing in the state's declared disaster areas that have experienced damage and loss of homes occupied by or affecting lower income households. The bill would require the department to establish an application process for community development financial institutions, as defined, to apply for emergency short-term or temporary loans under the program.		

<u>AB 1952</u> <u>Gallagher</u>	Introduced 2/10/2022	Assembly Housing and Community Development	Infill Infrastructure Grant Program of 2019. Would exempt from the requirements of CEQA a project financed pursuant to the Infill Infrastructure Grant Program of 2019, and would make all legal actions, proceedings, and decisions undertaken or made pursuant to the program exempt from CEQA. The bill would also make nonsubstantive changes to the program by renumbering a code section and updating erroneous cross-references.		
<u>AB 2011</u> <u>Quirk-Silva</u>	Introduced 2/14/2022	Assembly Print	Housing. Current law authorizes a city to sell, lease, exchange, quitclaim, convey, or otherwise dispose of real property or interest therein at less than fair market value, or purchase an interest in real property, to provide affordable housing under whatever terms and conditions the city deems best suited to the provision of affordable housing if the legislative body of a city determines that any real property or interest therein owned or to be purchased by the city can be used to provide housing affordable to persons and families of low or moderate income, as defined, and that this use is in the city's best interests. This bill would make a nonsubstantive change to that provision.		
<u>AB 2049</u> <u>Villapudua</u>	Introduced 2/14/2022	Assembly Housing and Community Development	Housing: EO N-06-19 State Land Affordable Housing Infrastructure, Demolition, Abatement, and Remediation Fund: grant program. Current law establishes the Department of General Services in the Government Operations Agency. By executive order, the Governor requires the department to create a digitized inventory of all state-owned parcels that are in excess of state agencies' foreseeable needs, as provided, and to issue, in consultation with the Department of Housing and Community Development, requests for proposals on individual parcels and accept proposals from developers of affordable housing interested in entering into low-cost, long-term ground leases of these parcels, as described. This bill would establish the EO N-06-19 State Land Affordable Housing Infrastructure, Demolition, Abatement, and Remediation Fund and would make moneys in the fund available, upon appropriation by the Legislature, to an unspecified state agency for purposes of establishing and administering a grant program, as specified.		

AB 2053 Lee	Introduced 2/14/2022	Assembly Housing and Community Development	<p>The Social Housing Act. Would enact the Social Housing Act and would create the California Housing Authority, as an independent state body, the mission of which would be to produce and acquire social housing developments for the purpose of eliminating the gap between housing production and regional housing needs assessment targets, as specified. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed by the authority would be owned by the authority. The bill would prescribe the composition of the California Housing Authority Board, which would govern the authority, and would be composed of appointed members and members who are elected by residents of social housing developments, as specified. The bill would prescribe the powers and duties of the authority and the board.</p>		
AB 2061 Ting	Introduced 2/14/2022	Assembly Transportation	<p>Transportation electrification: electric vehicle charging infrastructure. The Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are under the direction of their governing boards. Current law requires the PUC, in consultation with the Energy Commission and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to, among other things, reduce dependence on petroleum and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if certain requirements are met. Beginning July 1, 2023, this bill would require a person who receives an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, as defined. The bill would require the Energy Commission, in consultation with the PUC, to develop a formula to calculate uptime to provide consistent, standardized reporting of information.</p>		

AB 2063 Berman	Introduced 2/14/2022	Assembly Housing and Community Development	Density bonuses: affordable housing impact fees. The Density Bonus Law requires a city or county to provide a developer that proposes a housing development in the city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. Existing law prohibits affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's affordable units. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees, in-lieu fees, and public benefit fees, from being imposed on a housing development's density bonus units.		
AB 2074 Gipson	Introduced 2/14/2022	Assembly Transportation	Air Quality Improvement Program: micromobility devices. Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing micromobility devices, as defined, as projects eligible for funding under the program. The bill would require the state board, no later than July 1, 2023, to establish a Micromobility Device Incentives Project to provide incentives, in the form of vouchers, to individuals for the purchase of micromobility devices, as provided.		
AB 2075 Ting	Introduced 2/14/2022	Assembly Natural Resources	Energy: electric vehicle charging standards. Current law requires the State Energy Resources Conservation and Development Commission to prescribe, by regulation, among other things, lighting, insulation, climate control system, and other building design and construction standards, energy and water conservation design standards, and appliance efficiency standards to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy and to manage energy loads to help maintain electrical grid reliability, as specified. This bill would require the commission to additionally adopt, by regulation, electric vehicle charging standards to be incorporated into other building design and construction standards, as specified.		

AB 2094 Rivas, Robert	Introduced 2/14/2022	Assembly Housing and Community Development	General plan: annual report: extremely low-income housing. 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 the planning agency of a city or county to provide an annual report to certain specified entities by April 1 of each year that includes, among other information, the city or county's progress in meeting its share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require a city or county's annual report to include the locality's progress in meeting the housing needs of extremely low income households, as specified.		
AB 2097 Friedman	Introduced 2/14/2022	Assembly Local Government	Residential and commercial development: remodeling, renovations, and additions: parking requirements. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element and a conservation element. This bill would prohibit a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities.		
AB 2120 Ward	Introduced 2/14/2022	Assembly Transportation	Transportation finance: federal funding: bridges. Under current law, the purpose of the Bridge Reconstruction and Replacement Act is to implement the federal Special Bridge Replacement Program in California. The act authorizes boards of supervisors, city councils, and the Department of Transportation to do all things necessary and proper to secure federal aid under that federal program. The act authorizes the department to allocate to counties and cities federal funds received for approved bridge reconstruction or replacement projects in accordance with procedures promulgated by the Director of Transportation, as specified. This bill would instead provide that the purpose of the act is to implement the federal Highway Infrastructure Program. The bill would authorize the above-described entities to do all things necessary and proper to secure federal aid, without reference to any specific federal program.		

AB 2186 Grayson	Introduced 2/15/2022	Assembly Housing and Community Development	Housing Cost Reduction Incentive Program. Would establish the Housing Cost Reduction Incentive Program, to be administered by the Department of Housing and Community Development , for the purpose of reimbursing cities, counties, and cities and counties for development impact fee waivers or reductions provided to qualified rental housing developments. Upon appropriation, the bill would require the department to provide grants to applicants in an amount equal to 50% of the amount of development impact fee waived or reduced for a qualified rental housing development by issuing a Notice of Funding Availability for each calendar year in which funds are made available for the program, as provided. The bill would require an applicant that receives a grant under the program to use those funds solely for those purposes for which the development impact fee that was waived or reduced would have been used. The bill would require the department to adopt guidelines to implement the program and exempt those guidelines from the rulemaking provisions of the Administrative Procedure Act.		
AB 2197 Mullin	Introduced 2/15/2022	Assembly Transportation	Caltrain electrification project: funding. Would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.		
AB 2206 Lee	Introduced 2/15/2022	Assembly Transportation	Employee parking. Current law requires, in any air basin designated as nonattainment for certain air quality standards, an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program, as provided. This bill would require a lessor that enters into or renews a lease with an employer subject to the requirement above, on or after January 1, 2023, to list the amount of parking costs as a separate line item in the lease or provide a list of parking costs to the lessee within 30 days after the lease is entered into or renewed.		

AB 2211 Ting	Introduced 2/15/2022	Assembly Housing and Community Development	<p>Shelter crisis: homeless shelters. Current law, among other things, exempts from the California Environmental Quality Act specified actions by a state agency or a city, county, or city and county relating to land owned by a local government to be used for, or to provide financial assistance to, a homeless shelter constructed pursuant to these provisions, and provides that homeless shelters constructed or allowed pursuant to these shelter crisis declarations are not subject to specified laws, including the Special Occupancy Parks Act. Current law defines a “homeless shelter” as a facility with overnight sleeping accommodations, the primary purpose of which is to provide temporary shelter for the homeless that is not in existence after the declared shelter crisis. Current law provides that a temporary homeless shelter community may include supportive and self-sufficiency development services and that a homeless shelter includes a parking lot owned or leased by a city, county, or city and county specifically identified as one allowed for safe parking by homeless and unstably housed individuals. Current law repeals these provisions as of January 1, 2026. This bill would remove the repeal date from these provisions. This bill would provide that a city, county, or city and county is in a shelter crisis if the number of unsheltered homeless persons that comprises the total homeless population within the jurisdiction of the city, county, or city and county is greater, as a percentage, than the combined average of the 49 states in the United States not including California, as determined by the Department of Housing and Community Development, as specified.</p>		
AB 2233 Quirk-Silva	Introduced 2/15/2022	Assembly Housing and Community Development	<p>Public Housing Loan Fund and Program: Public Housing Financing Authority. Would establish the Public Housing Loan Fund for purposes of establishing and administering, upon appropriation by the Legislature, the Public Housing Loan Program and making loans pursuant to that program. The bill would require California Health Facilities Financing Authority (CHFFA) to administer the fund and program from January 1, 2023, to December 31, 2025, and would require the Public Housing Financing Authority (PHFA), as established on January 1, 2025, in the Treasurer’s office by the bill, to administer the fund and program on and after January 1, 2026. The bill would authorize the CHFFA and PHFA to make and award loans from the fund for purposes of the program. This bill would require the CHFFA or PHFA, as applicable, to establish requirements for a local agency to be eligible to receive a loan under the program, including, but not limited to, requiring that the loan be used to cover construction costs for public housing on property owned by the local agency.</p>		

AB 2237 Friedman	Introduced 2/16/2022	Assembly Transportation	Regional transportation plan: Active Transportation Program. Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report.		
AB 2264 Bloom	Introduced 2/16/2022	Assembly Transportation	Pedestrian crossing signals. Under current law, a pedestrian control signal showing a "WALK" or approved "Walking Person" symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under current law, a pedestrian facing a flashing "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol with a "countdown" signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol, as specified. This bill would require the Department of Transportation and local authorities to update all pedestrian control signals to operate giving a pedestrian a head start between 3 to 7 seconds to enter an intersection with a corresponding circular green signal, as specified.		
AB 2295 Bloom	Introduced 2/16/2022	Assembly Housing and Community Development	Local educational agencies: housing development projects. The Planning and Zoning Law, requires that the legislative body of each county and each city adopt a comprehensive, long-term general plan for the physical development of the county and city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. Current law authorizes the legislative body of any county or city, pursuant to specified procedures, to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill, notwithstanding any inconsistent provision of a city's or county's general plan, specific plan, zoning ordinance, or regulation, would require that a qualified housing development on land owned by a local educational agency be an authorized use if the housing development complies with certain conditions.		

AB 2305 Grayson	Introduced 2/16/2022	Assembly Housing and Community Development	Housing Finance: Coordinated Housing Finance Committee. Would establish the Coordinated Affordable Housing Finance Committee and would require that the committee be comprised of representatives from the Department of Housing and Community Development, the California Housing Finance Agency, the California Tax Credit Allocation Committee, the Treasurer, and the Controller. This bill would require the committee to allocate state-controlled resources for the finance of affordable rental housing, as defined, through a single process and competition. This bill would require the committee to develop an application, threshold requirements, a rating and ranking system, as specified, for applicants seeking these resources. This bill would authorize the committee to adopt, amend, or repeal rules and regulations for the allocation of state-controlled resources for the finance of affordable rental housing that take effect immediately upon adoption. This bill would provide that the adoption, amendment, or repeal of these rules and regulations is not subject to the rulemaking provisions of the Administrative Procedure Act but would require the committee to follow specified procedures pursuant to the adoption of the rules and regulations.		
AB 2319 Bonta, Mia	Introduced 2/16/2022	Assembly Local Government	Surplus land: former military base land. Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "surplus land" for these purposes to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action declaring that the land is surplus and is not necessary for the agency's use. Existing law provides that an agency is not required to follow the requirements for disposal of surplus land for "exempt surplus land" except as provided. Current law categorizes as "exempt surplus land" surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use. This bill would add to the definition of "exempt surplus land," land that is a former military base conveyed by the federal government to a local agency, is subject to certain provisions governing the Alameda Naval Air Station and the Fleet Industrial Supply Center, and meets other specified conditions. This bill contains other related provisions.		

AB 2334 Wicks	Introduced 2/16/2022	Assembly Housing and Community Development	<p>Density Bonus Law: affordability: incentives or concessions in low vehicle travel areas: parking standards: definitions. Current law, referred to as 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 specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Existing law requires that an applicant agree to, and the city, county, or city and county ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for a density bonus, as provided. This bill, with respect to the affordability requirements applicable to 100% lower income developments, would instead require the rent for the remaining units in the development be set at an amount consistent with the maximum rent levels for lower income households, as those rents and incomes are determined by CTCAC. The bill, with regard to the enforcement of equity sharing agreements for for-sale units, would also permit the local government to defer to the recapture provisions of the public funding source. The bill would also make a technical change to the Density Bonus Law by deleting duplicative provisions relating to for-sale units subject to the above-described provisions.</p>		
AB 2336 Friedman	Introduced 2/16/2022	Assembly Transportation	<p>Vehicles: Speed Safety System Pilot Program. Would authorize, until January 1, 2028, the Cities of Los Angeles, Oakland, San Jose, _____, and _____, and the City and County of San Francisco, to establish the Speed Safety System Pilot Program if the system meets specified requirements. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. The bill would require the participating cities or city and county to issue warning notices rather than notices of violations for violations detected within the first 30 calendar days of the program.</p>		

AB 2339 Bloom	Introduced 2/16/2022	Assembly Housing and Community Development	Housing element: emergency shelters: regional housing need. The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Current law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Current law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The bill would prohibit a city or county from establishing overlay districts to comply with these provisions.		
AB 2357 Ting	Introduced 2/16/2022	Assembly Local Government	Surplus land. Current law requires the Department of Housing and Community Development to maintain on its internet website, an up-to-date listing of all notices of availability throughout the state. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing.		
AB 2360 Arambula	Introduced 2/16/2022	Assembly Print	Climate change and public health funding working group. Would state the intent of the Legislature to enact legislation to establish a working group to, among other things, develop a framework for the Legislature to ensure that public health funds are effectively supporting disadvantaged communities or health equity goals in the face of climate change.		
AB 2387 Garcia, Eduardo	Introduced 2/17/2022	Assembly Water, Parks and Wildlife	Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022. Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$7,430,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs. This bill contains other related provisions.		

AB 2438 Friedman	Introduced 2/17/2022	Assembly Transportation	Transportation projects: alignment with state plans. Would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program.		
AB 2441 Kalra	Introduced 2/17/2022	Assembly Print	Public employment: local public transit agencies: new technologies. Current law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment.		
AB 2485 Choi	Introduced 2/17/2022	Assembly Print	California Environmental Quality Act: exemption: emergency shelters and supportive housing. CEQA includes exemptions from its environmental review requirements for numerous categories of projects. This bill would exempt from the requirements of CEQA emergency shelters and supportive housing, as defined.		

AB 2517 Bonta, Mia	Introduced 2/17/2022	Assembly Print	California Coordinated Neighborhood and Community Services Grant Program. Current law establishes the Cradle-to-Career Data System for the purpose of connecting individuals and organizations to trusted information and resources, as a source for actionable data and research on education, economic, and health outcomes for individuals, families, and communities, and to provide for expanded access to tools and services that support the education-to-employment pipeline, as specified. This bill, the It Takes a Village Act of 2022, subject upon an appropriation in the annual Budget Act or another statute for these purposes, would establish the California Coordinated Neighborhood and Community Services Grant Program to be administered by the State Department of Social Services. The bill would require the department to grant awards on a competitive basis to eligible entities that are Promised Neighborhoods, other community-based networks, or multineighborhood regional cradle-to-career networks, as those terms are defined, to either implement a comprehensive, integrated continuum of cradle-to-career solutions at the neighborhood level or support the civic infrastructure and backbone of cradle-to-career networks that support their network partners to accomplish systems change.		
AB 2542 Rubio, Blanca	Introduced 2/17/2022	Assembly Print	Tolls: exemption for privately owned emergency ambulances. Current law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol. The bill would also make technical changes to these provisions.		
AB 2594 Ting	Introduced 2/18/2022	Assembly Print	Vehicle registration and toll charges. Would require the Department of Motor Vehicles, at the time a person notifies the department of a change of residence or mailing address for purposes of their driver's license, to inform the person that they may also need to change their address for purposes of their vehicle registration, and would require the department to provide instructions on how to update vehicle registration information.		

AB 2705 Quirk-Silva	Introduced 2/18/2022	Assembly Print	Housing: fire safety standards. Current law requires the State Fire Marshal to prepare, adopt, and submit building standards and other fire and life safety regulations to the California Building Standards Commission for approval establishing minimum requirements for the storage, handling, and use of hazardous materials. Current law requires the State Fire Marshal to seek the advice of the Secretary for Environmental Protection in establishing those requirements. This bill would prohibit the legislative body of a city or county from approving a discretionary entitlement, as defined, that would result in a new residential development project, as defined, being located within a very high fire hazard severity zone, unless the city or county finds that the residential development project will meet specified standards intended to address wildfire risks, as specified.		
AB 2719 Fong	Introduced 2/18/2022	Assembly Print	California Environmental Quality Act: exemptions: highway safety improvement projects. CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing highway under specified circumstances. This bill would further exempt from the requirements of CEQA highway safety improvement projects, as defined, undertaken by the Department of Transportation or a local agency.		
AB 2762 Bloom	Introduced 2/18/2022	Assembly Print	Housing: parking lots. Current law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside boundaries, that includes, among other mandatory elements, a housing element. This bill would state that it is the intent of the Legislature to enact subsequent legislation that would allow local agencies to build affordable housing on parking lots that serve public parks and recreational facilities, as provided.		

AB 2805 Bauer-Kahan	Introduced 2/18/2022	Assembly Print	<p>Department of Fish and Game: advance mitigation and regional conservation investment strategies. Current law authorizes the Department of Fish and Wildlife, or any other public agency, to propose a regional conservation investment strategy, to be developed in consultation with applicable local agencies that have land use authority, for the purpose of informing science-based nonbinding and voluntary conservation actions and habitat enhancement actions that would advance the conservation of focal species and provide voluntary nonbinding guidance for various activities. Current law authorizes the department to approve a regional conservation investment strategy only if one or more state agencies request approval of the strategy through a letter sent to the Director of Fish and Wildlife, as prescribed. Current law requires the strategy to contain specified information and authorizes inclusion of a regional conservation assessment proposed by the department or any other public agency, and approved by the department, in the strategy. Current law authorizes the department to approve a regional conservation investment strategy or amended strategy for an initial period of up to 10 years after a public meeting and a public comment period regarding the proposed strategy or amended strategy have been held and after it finds that the strategy meets certain requirements. This bill would authorize the department, any other public agency, or federally recognized tribe to propose a regional conservation investment strategy, as provided.</p>		
AB 2807 Bonta, Mia	Introduced 2/18/2022	Assembly Print	<p>Transportation funding programs: eligibility: public transportation ferries. Current law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, which is administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission, to fund development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies. This bill would expand the purposes of the program to include the funding of the development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission public transportation ferry technologies.</p>		
AB 2889 Wicks	Introduced 2/18/2022	Assembly Print	<p>Wildfire mitigation plans: electrical infrastructure: undergrounding. Would require an electrical corporation with more than 50% of its service territory located in a high fire-threat district to additionally include in its 2023 wildfire mitigation plan, a multiyear undergrounding plan, covering at least 7 years and not more than 10 years, as specified.</p>		

<u>ACA 1</u> <u>Aguiar-Curry</u>	Introduced 12/7/2020	Assembly Local Government	Local government financing: affordable housing and public infrastructure: voter approval. 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.		
<u>ACA 7</u> <u>Muratsuchi</u>	Introduced 3/16/2021	Assembly Print	Local government: police power: municipal affairs: land use and zoning. Would provide that a county or city ordinance or regulation enacted under the police power that regulates the zoning or use of land within the boundaries of the county or city would prevail over conflicting general laws, with specified exceptions. The measure, in the event of the conflict with a state statute, would also specify that a city charter provision, or an ordinance or regulation adopted pursuant to a city charter, that regulates the zoning or use of land within the boundaries of the city is deemed to address a municipal affair and prevails over a conflicting state statute, except that the measure would provide that a court may determine that a city charter provision, ordinance, or regulation addresses either a matter of statewide concern or a municipal affair if it conflicts with specified state statutes. The measure would make findings in this regard and provide that its provisions are severable.		
<u>SB 6</u> <u>Caballero</u>	Amended 8/23/2021	Assembly 2 year	Local planning: housing: commercial zones. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a neighborhood lot, which is defined as a parcel within an office or retail commercial zone that is not adjacent to an industrial use. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction.		

SB 12 McGuire	Amended 7/1/2021	Assembly 2 year	Local government: planning and zoning: wildfires. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.		
SB 99 Dodd	Amended 7/5/2021	Assembly 2 year	Community Energy Resilience Act of 2021. Current law establishes within the Natural Resources Agency the State Energy Resources Conservation and Development Commission. Current law assigns the commission various duties, including applying for and accepting grants, contributions, and appropriations, and awarding grants consistent with the goals and objectives of a program or activity the commission is authorized to implement or administer. This bill, the Community Energy Resilience Act of 2021, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans and expedite permit review of distributed energy resources by local governments.		
SB 222 Dodd	Amended 8/30/2021	Assembly 2 year	Water Rate Assistance Program. Would establish the Water Rate Assistance Fund in the State Treasury to help provide water affordability assistance, for both drinking water and wastewater services, to low-income ratepayers and ratepayers experiencing economic hardship in California. The bill would require the Department of Community Services and Development to develop and administer the Water Rate Assistance Program established by the bill.		
SB 234 Wiener	Amended 4/26/2021	Assembly Desk	Transition Aged Youth Housing Program. Would establish the Transition Aged Youth Housing Program for the purpose of creating housing for transition aged youth under 26 years of age, who have been removed from their homes, are experiencing homelessness unaccompanied by a parent or legal guardian, or are under the jurisdiction of a court, as specified, and would require the council to develop, implement, and administer the program.		

SB 344 Hertzberg	Amended 5/25/2021	Assembly 2 year	Homeless shelters grants: pets and veterinary services. Would require the Department of Housing and Community Development subject to an appropriation in the annual Budget Act, to develop and administer a program to award grants to qualified homeless shelters, as described, for the provision of shelter, food, and basic veterinary services for pets owned by people experiencing homelessness. The bill would authorize the department to use up to 5% of the funds appropriated in the annual Budget Act for those purposes for its costs in administering the program.		
SB 466 Wieckowski	Amended 6/14/2021	Assembly 2 year	Community development. Current law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. Current law requires notice of the hearing to be published in a specified manner and requires the city, county, or city and county to make available a report containing a copy of the proposed acquisition, sale, or lease and a summary that includes, among other things, an explanation of why the acquisition, sale, or lease will assist in the creation of economic opportunity. Current law provides that these provisions are an alternative to any other authority granted by law to cities to dispose of city-owned property. This bill would authorize the City of Santa Clara to sell or lease property located at 500 Benton Street under the provisions specified above. This bill would provide that these provisions are an alternative to any other authority granted by law to cities, counties, or cities and counties to dispose of property.		
SB 490 Caballero	Amended 4/22/2021	Assembly Desk	Housing acquisition and rehabilitation: technical assistance. Would, upon appropriation by the Legislature, establish the Housing Acquisition and Rehabilitation Technical Assistance Program, with the purpose of providing technical assistance to qualified entities engaged in acquisition-rehabilitation projects. The bill would define "acquisition-rehabilitation project" as a project to acquire and preserve unsubsidized housing units and attaching long-term affordability restrictions on the housing units. The bill would define "qualified entity" to include an eligible nonprofit corporation, community land trust, public housing authority, a nonprofit, limited-equity, or workforce housing cooperative, a resident association or organization, and a local or regional government agency administering an acquisition-rehabilitation project funding program.		

SB 513 Hertzberg	Amended 1/3/2022	Assembly Desk	Homeless shelters grants: pets and veterinary services. Current law establishes the California Emergency Solutions and Housing Program, under the administration of the Department of Housing and Community Development and requires the department to, among other things, provide rental assistance and housing relocation and stabilization services to ensure housing affordability to people who are experiencing homelessness or who are at risk of homelessness. This bill would require the department, subject to an appropriation in the annual Budget Act, to develop and administer a program to award grants to qualified homeless shelters, as described, for the provision of shelter, food, and basic veterinary services for pets owned by people experiencing homelessness.		
SB 581 Atkins	Introduced 2/18/2021	Assembly 2 year	General plan. 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. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of housing development applications received and the number of units approved and disapproved in the prior year. This bill would additionally require the planning agency include in the annual report whether the city or county is a party to a court action related to a violation of state housing law, and the disposition of that action.		
SB 625 Caballero	Amended 5/28/2021	Assembly 2 year	Community development financial institutions: grant program. Would establish the California Investment and Innovation Program, administered by the I-Bank, for the purpose of providing grants to qualified community development financial institutions. The bill would establish the California Investment and Innovation Fund and, upon appropriation, require the I-Bank to award a grant to an eligible recipient, defined as a community development financial institution that meets specified criteria under the program, as provided. The bill would specify authorized uses of grant funds, including providing loans, grants, equity investments, or technical assistance within low-income communities or for purposes that have a direct and substantial benefit to lower income households.		

SB 649 Cortese	Amended 4/19/2021	Assembly 2 year	<p>Local governments: affordable housing: local tenant preference. Would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permit local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk. The bill, subject to certain requirements and limitations, would authorize a local government to allow a local tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.</p>		
SB 674 Durazo	Amended 8/30/2021	Assembly 2 year	<p>Public Contracts: workforce development: covered public contracts. Would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define.</p>		

SB 726 Gonzalez	Amended 8/30/2021	Assembly 2 year	<p>Alternative fuel and vehicle technologies: sustainable transportation. Current law establishes the Alternative and Renewable Fuel and Vehicle Technology 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. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would revise and recast the program to expand the purpose of the program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics.</p>		
SB 771 Becker	Amended 5/11/2021	Assembly 2 year	<p>Sales and Use Tax Law: zero emissions vehicle exemption. Current state 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. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.</p>		

SB 778 Becker	Amended 6/21/2021	Assembly 2 year	<p>Buy Clean California Act: Environmental Product Declarations: concrete. Would require as part of the Buy Clean California Act, beginning July 1, 2022, an awarding authority to require a successful bidder for a contract for an eligible project, as separately defined for purposes of these requirements, to submit a current Environmental Product Declaration, as defined, for each concrete product before the product is installed in the project, as provided. The bill would require the awarding authority, beginning January 1, 2023, when letting contracts that include concrete for use in an eligible project to require all bids to include the global warming potential, as defined, for each concrete product that will be delivered, the total concrete production CO₂e, as defined, for all concrete products included in the bid, and an estimate of delivery emissions, as defined, from transporting the concrete. The bill would require the State Air Resources Board, on or before January 1, 2024, to establish, and the department to publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website, the maximum global warming potential for concrete at the industry average global warming potential for concrete within each project region and performance class, as provided.</p>		
SB 843 Glazer	Introduced 1/11/2022	Senate Rules	<p>Taxation: renters' credit. Would, for taxable years beginning on or after January 1, 2022, and before January 1, 2027, and only when specified in a bill relating to the Budget Act, would increase the credit amount for a qualified renter to \$1,000, as provided. In the event the increased credit amount is not specified in a bill relating to the Budget Act, the existing credit amounts of \$120 and \$60, as described above, respectively, would be the credit amounts for that taxable year. The bill would require the Franchise Tax Board to annually recompute for inflation the credit amount for taxable years on or after January 1, 2023, and before January 1, 2027, except as provided. The bill would provide findings and declarations relating to the goals, purposes, and objectives of this credit.</p>		
SB 844 Min	Introduced 1/12/2022	Senate Rules	<p>California Cybersecurity Integration Center. Current law establishes the California Cybersecurity Integration Center within the Office of Emergency Services, the primary mission of which is to reduce the likelihood and severity of cyber incidents that could damage California's economy, its critical infrastructure, or computer networks in the state. Current law requires the center to serve as the central organizing hub of state government's cybersecurity activities and to coordinate information sharing with local, state, and federal agencies, tribal governments, utilities and other service providers, academic institutions, and nongovernmental organizations. This bill would make a nonsubstantive change to these provisions.</p>		

SB 847 Hurtado	Introduced 1/13/2022	Senate Housing	<p>COVID-19 relief: tenancy: grant program. Current law, the State Rental Assistance Program, establishes a program for providing rental assistance, using funding made available pursuant to federal law, administered by the Department of Housing and Community Development. This bill would, until January 1, 2025, create a grant program under the administration of the department and would require the department to award a program grant, as defined, to a qualified applicant who submits a complete application, as defined, on a first-come, first-served basis. The bill would define "qualified applicant" to mean a landlord who satisfies certain criteria, including that the landlord has applied for rental assistance funds pursuant to the State Rental Assistance Program and either received a negative final decision, as specified, or the landlord has been notified that an application to the State Rental Assistance Program was submitted, as specified, but 20 days have passed without a final decision being rendered.</p>		
SB 852 Dodd	Introduced 1/18/2022	Senate Gov. & F.	<p>Climate resilience districts: formation: funding mechanisms. Current law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Existing law provides for the financing of these activities by, among other things, the issuance of bonds serviced by property tax increment revenues, and requires the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would define "eligible project" for these purposes.</p>		

SB 873 Newman	Introduced 1/24/2022	Senate Transportation	<p>California Transportation Commission: state transportation improvement program: capital outlay support. Current law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Current law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Current law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures.</p>		
SB 878 Skinner	Introduced 1/25/2022	Senate Education	<p>School transportation. Current law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever, in the judgment of the board, the transportation is advisable and good reasons exist to do so. Current law permits the governing board of a school district to allow the transportation of preschool or nursery school pupils in schoolbuses owned or operated by the school district. Under existing law, a state reimbursement may not be received by a school district for the transportation of preschool or nursery school pupils. This bill instead would require the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the 2023–24 school year, to offer to transport all pupils to and from their neighborhood school, as defined, except as provided.</p>		

SB 886 Wiener	Amended 2/22/2022	Senate Environmental Quality	<p>California Environmental Quality Act: exemption: public universities: housing projects. Would exempt from CEQA a student housing project, as defined, or a faculty and staff housing project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements and the project is not located, in whole or in part, on certain sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements.</p>		
SB 896 Dodd	Introduced 2/1/2022	Senate Appropriations	<p>Wildfires: defensible space: grant programs: local governments. Current law requires a person who owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, shrub-covered lands, grass-covered lands, or land that is covered with flammable material to maintain defensible space of 100 feet from each side. Current law requires the Director of Forestry and Fire Protection to establish a statewide program to allow qualified entities, including counties and other political subdivisions of the state, to support and augment the Department of Forestry and Fire Protection in its defensible space and home hardening assessment and education efforts. Current law requires the director to establish a common reporting platform that allows defensible space and home hardening assessment data, collected by the qualified entities, to be reported to the department. This bill would require any local government entity that is qualified to conduct these defensible space assessments in very high and high fire hazard severity zones and that reports that information to the department, to report that information using the common reporting platform.</p>		

SB 897 Wieckowski	Introduced 2/1/2022	Senate Housing	Accessory dwelling units: junior accessory dwelling units. Thee Planning and Zoning Law authorizes a local agency, by ordinance or ministerial approval, to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Current law provides that an accessory dwelling unit may either be an attached or detached residential dwelling unit, and prescribes the minimum and maximum unit size requirements, height limitations, and setback requirements that a local agency may establish, including a 16-foot height limitation and a 4-foot side and rear setback requirement. This bill would increase the maximum height limitation that may be imposed by a local agency on an accessory dwelling unit to 25 feet.		
SB 917 Becker	Introduced 2/3/2022	Senate Transportation	Seamless Transit Transformation Act. Current law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified.		
SB 922 Wiener	Introduced 2/3/2022	Senate Environmental Quality	California Environmental Quality Act: exemptions: transportation-related projects. CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities.		

SB 930 Wiener	Introduced 2/7/2022	Senate Housing	<p>Housing Accountability Act. The Housing Accountability Act, prohibits, among other things, a local agency from disapproving a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria, or from imposing a condition that it be developed at a lower density, unless the local agency bases its decision on written findings supported by the preponderance of the evidence on the record that specified conditions exist, as provided. Current law, the Administrative Procedure Act, in part, sets forth procedural requirements for the adoption, publication, review, and implementation of regulations by state agencies, and for review of those regulatory actions by the Office of Administrative Law. This bill would authorize the Department of Housing and Community Development to review, adopt, amend, and repeal the standards, forms, or definitions to implement the Housing Accountability Act without compliance with those procedural requirements, as provided</p>		
SB 942 Newman	Introduced 2/8/2022	Senate Transportation	<p>Low Carbon Transit Operations Program: free or reduced fare transit program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.</p>		

SB 948 Becker	Amended 3/3/2022	Senate Housing	Housing finance programs: development reserves. Under current law governing the State Community Development Block Grant Program, the Department of Housing and Community Development is required to distribute funds made available under the program in order to provide decent housing, a suitable living environment, and expand economic opportunities, consistent with federal requirements. Current federal law also establishes the HOME Investment Partnership Program to, among other things, expand the supply of affordable housing. Current law designates the department as the state agency responsible for administering the HOME Investment Partnership Act. This bill would prohibit the department from requiring a project-specific transition reserve, as defined, for any unit subject to a qualified project rental or operating subsidy. This bill would create the Pooled Transition Reserve Fund and would continuously appropriate moneys in that fund to the department for the purpose of maintaining a pooled transition reserve to mitigate the impacts on tenant rents from the loss or exhaustion of rental or operating subsidies.		
SB 1010 Skinner	Introduced 2/14/2022	Senate Governmental Organization	Air pollution: state vehicle fleet: zero-emission vehicles. Current law, except as provided, requires certain percentages of newly purchased vehicles with a gross vehicle weight of 19,000 pounds or more purchased by the Department of General Services or other state entities for the state vehicle fleet to be zero-emission vehicles by certain dates. This bill would, beginning December 31, 2035, requires 100% of newly purchased vehicles with a gross vehicle weight of 19,000 pounds or more for the state vehicle fleet to be zero-emission vehicles.		
SB 1049 Dodd	Introduced 2/15/2022	Senate Transportation	Transportation Resilience Program. Would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.		

SB 1050 Dodd	Introduced 2/15/2022	Senate Transportation	State Route 37 Toll Bridge Act. Would create the SR-37 Toll Authority as a public instrumentality of the state, which would be governed by the same board as that governing the Bay Area Infrastructure Financing Authority. The bill would require the authority to operate and maintain tolling infrastructure, including by installing toll facilities, and collect tolls for the use of the Sonoma Creek Bridge, and would authorize the authority to design and construct improvements on the bridge and a specified segment of State Route 37 in accordance with programming and scheduling requirements adopted by the authority. The bill would authorize the authority to issue bonds payable from the revenues derived from those tolls. The bill would authorize revenues from the toll bridge to be used for specified purposes, including capital improvements to repair or rehabilitate the toll bridge, to expand toll bridge capacity, to improve toll bridge or corridor operations, to reduce the demand for travel in the corridor, and to increase public transit, carpool, vanpool, and nonmotorized options on the toll bridge or in the segment of State Route 37, as specified.		
SB 1067 Portantino	Introduced 2/15/2022	Senate Gov. & F.	Housing development projects: automobile parking requirements. Would prohibit a city with a population greater than 200,000 from imposing any minimum automobile parking requirement on a housing development project that is located within 1/2 mile of public transit, as defined, and that either (1) dedicates 75% of the total units to low- and very low income households, the elderly, or persons with disabilities or (2) the developer demonstrates to the local agency that the development would not have a negative impact on the local agency's ability to meet specified housing needs and would not have a negative impact on traffic circulation or existing residential or commercial parking within 1/2 mile of the project. By changing the duties of local planning officials, this bill would impose a state-mandated local program.		
SB 1075 Skinner	Introduced 2/15/2022	Senate Environmental Quality	Hydrogen: green hydrogen: emissions of greenhouse gases. Would create the California Clean Hydrogen Hub Fund within the State Treasury, and make the moneys in the fund available for expenditure, upon appropriation by the Legislature. The bill would require the bank to administer the fund and would authorize the bank to provide grants to public, private, and nonprofit businesses and entities for the support of projects in California that demonstrate and scale the production, processing, delivery, storage, and end use of clean hydrogen, as specified. The bill would require the bank to prepare, and the bank board to approve, criteria, priorities, and guidelines for the provision of grants under the fund in line with specified priorities and requirements of the federal Infrastructure Investment and Jobs Act as well as specified state goals. This bill contains other related provisions and other existing laws.		

<p><u>SB 1078</u></p> <p>Allen</p>	<p>Introduced 2/15/2022</p>	<p>Senate Natural Resources and Water</p>	<p>Sea Level Rise Revolving Loan Pilot Program. Would require the Ocean Protection Council, in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council. The bill would require the conservancy, in consultation with the council, to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program. This bill contains other related provisions.</p>		
<p><u>SB 1161</u></p> <p>Min</p>	<p>Introduced 2/17/2022</p>	<p>Senate Transportation</p>	<p>Transit districts: street harassment initiatives. Would require certain transit districts to develop and implement initiatives to address the street harassment, as defined, of persons traveling by their systems at any point along the whole journey, as defined, and to consider the safety concerns and needs of these persons when planning, designing, and operating their systems. The bill would require these initiatives to be developed based on specified ridership data and in coordination and consultation with persons who travel by their systems, and would require those transit agencies to conduct outreach in multiple languages in order to reach limited English proficient persons impacted by street harassment. The bill would require these initiatives to include changes to policies, design, operations, or other aspects of transit systems, as specified.</p>		
<p><u>SB 1217</u></p> <p>Allen</p>	<p>Introduced 2/17/2022</p>	<p>Senate Environmental Quality</p>	<p>State-Regional Collaborative for Climate, Equity, and Resilience. Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.</p>		

SB 1251 Gonzalez	Introduced 2/17/2022	Senate Energy, Utilities and Communications	Electric Vehicle Equity Ombudsperson. Would create the Electric Vehicle Equity Ombudsperson in state government and would require the ombudsperson to coordinate activities among state agencies to advance light-, medium-, and heavy-duty zero-emission vehicles and zero-emission infrastructure deployment and to ensure related equity, workforce development, economic development, and other needs are addressed to grow and support the sector statewide in order to achieve specified goals relating to zero-emission vehicles.		
SB 1252 Committee on Housing	Introduced 2/17/2022	Senate Housing	Housing. Current law authorizes a city or county that created a subsequently dissolved redevelopment agency to elect to retain the housing assets and functions previously performed by the agency, which entity is referred to as a housing successor. Current law requires that if all or any portion of a redevelopment project was developed with low- or moderate-income housing units and those units were developed with any agency assistance or pursuant to specified provisions, the agency or its successor shall require, by contract, that the housing be made available for rent or purchase to the persons and families of low or moderate income displaced by the redevelopment project and to persons of low or moderate income who are descendants of the person displaced by the redevelopment project and who, at the time of displacement, were not living in the household or had not yet been born, as specified. This bill would additionally require that the housing be made available to those persons and families described above if they meet the income eligibility and other requirements for that housing, and would make other conforming changes.		

SB 1292 Stern	Introduced 2/18/2022	Senate Housing	<p>Accessory dwelling units: setbacks. The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law prohibits a local agency's accessory dwelling unit ordinance from imposing a setback requirement of more than 4 feet from the side and rear lot lines for an accessory dwelling unit that is not converted from an existing structure or a new structure constructed in the same location and to the same dimensions as an existing structure. This bill would remove the above-described prohibition on a local agency's accessory dwelling unit ordinance, and would instead provide that the rear and side yard setback requirements for accessory dwelling units may be set by the local agency. The bill would authorize an accessory dwelling unit applicant to submit a request to the local agency for an alternative rear and side yard setback requirement if the local agency's setback requirements make the building of the accessory dwelling unit infeasible. The bill would prohibit any rear and side yard setback requirements established pursuant to these provisions from being greater than those in effect as of January 1, 2020. The bill would specify that if the local agency did not have an accessory dwelling unit ordinance as of January 1, 2020, the applicable rear and side yard setback requirement is 4 feet. This bill contains other related provisions and other existing laws.</p>		
SB 1369 Wieckowski	Introduced 2/18/2022	Senate Rules	<p>Adaptive reuse projects: by-right: funding. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA does not apply to the approval of ministerial projects. This bill would make an adaptive reuse project a use by right in all areas regardless of zoning. The bill would define "adaptive reuse project" to mean any commercial, public, industrial, or office building or structure that has 25-percent occupancy or less, which is converted into a housing development project.</p>		

SB 1410 Caballero	Introduced 2/18/2022	Senate Rules	<p>California Environmental Quality Act: transportation impacts. CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would retain the metric for traffic levels of service for projects outside transit priority areas, and require the potential metrics described above to only apply to projects within transit priority areas.</p>		
SB 1466 Stern	Introduced 2/18/2022	Senate Rules	<p>Affordable Housing and Community Development Investment Program. Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria.</p>		

SB 1482 Allen	Introduced 2/18/2022	Senate Rules	Building standards: electric vehicle charging infrastructure. Current law requires the California Building Standards Commission to adopt, approve, codify, and publish mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development. Current law requires the Department of Housing and Community Development to propose to the commission for consideration mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and submit the proposed mandatory building standards. Current law requires the department and the commission, in proposing and adopting these standards, to actively consult with specified parties. This bill would require those mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings to require that each dwelling unit with access to a parking space have access to a 208/240 volt branch circuit of at least 20 amperes terminating in a receptacle for use by an electric vehicle driver to charge their plug-in electric vehicle, specified signage for those electric vehicle parking spaces, and electrical wiring design options, as specified.		
SCA 2 Allen	Introduced 12/7/2020	Assembly Desk	Public housing projects. The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.		
SCA 9 Gonzalez	Introduced 2/18/2022	Senate Rules	Personal rights: right to housing. Would declare that the fundamental human right to housing exists in this state. The measure would specify that it is the shared obligation of state and local jurisdictions to respect, protect, and fulfill this right through progressively implemented measures, consistent with available resources, within an aggressive but reasonable timeframe.		

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee
2022 Legislative Deadlines***

January

- 1: Statutes take effect
- 3: Legislature reconvenes
- 10: Budget must be submitted by Governor
- 14: Last day for policy committees to hear and report to fiscal committees' fiscal bills introduced in their house in the odd-numbered year.
- 17: Martin Luther King, Jr. Day
- 21: Last day for any committees to hear and report to the floor bills introduced in their house. Last day to submit bill requests to the Office of Legislative Counsel.
- 31: Last day for each house to pass bills introduced in that house in the odd-numbered year

February

- 18: Last day for bills to be introduced
- 21: Presidents' Day

March

April

- 1: Cesar Chavez Day observed
- 7: Spring Recess begins upon adjournment
- 18: Legislature reconvenes from Spring Recess
- 29: Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house

May

- 6: Last day for policy committees to meet and report to the floor nonfiscal bills introduced in their house
- 13: Last day for policy committees to meet prior to May 31
- 20: 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 May 31.

Joint MTC ABAG Legislation Committee
2022 Tentative Legislative Deadlines
Page 2 of 2

- 23-27: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees.
- 27: Last day for each house to pass bills introduced in that house
- 30: Memorial Day
- 31: Committee meetings may resume

June

- 15: Budget Bill must be passed by midnight
- 30: Last day for a legislative measure to qualify for the November 8 General Election ballot

July

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

August

- 1: Legislature reconvenes from Summer Recess
- 12: Last day for fiscal committees to meet and report bills
- 15-31: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees.
- 25: Last day to amend bills on the floor
- 31: Last day for each house to pass bills. Final Recess begins upon adjournment

September

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

October

- 2: Bills enacted on or before this date take effect January 1, 2023

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

*Dates are subject to change.

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

California Local & Regional Government Association Bill Position Resources

League of California Cities (“the League”)

- <https://www.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>