



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**LEGISLATIVE HISTORY**  
**MTC/ABAG Priority Bills**  
**Thursday, September 10, 2020**

**Handout - Agenda Item 3c**



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 69</a> <a href="#">Ting</a>	Enrolled 9/4/2020	Assembly Enrollment	<b>Help Homeowners Add New Housing Program: accessory dwelling unit financing.</b> 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 to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would require the Treasurer, within 6 months of the effective date of these provisions, to develop 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 the program, require the Treasurer to consult with the California Housing Financing Agency and the Department of Housing and Community Development and would authorize the Treasurer to consult with private lenders.		
<a href="#">AB 168</a> <a href="#">Aguiar-Curry</a>	Enrolled 9/4/2020	Assembly Enrollment	<b>Planning and zoning: annual report: housing development: streamlined approvals.</b> The Planning and Zoning Law requires the planning agency of a city or county to provide by April 1 of each year an annual report to the legislative body of the city or county, the Office of Planning and Research, and the Department of Housing and Community Development that includes, among other specified information, the status of the general plan and progress in its implementation. This bill would additionally require that this annual report include information on the progress of the city or county in adopting or amending its general plan or local open-space element in compliance with its obligations to consult with California Native American tribes, and to identify and protect, preserve, and mitigate impacts to specified places, features, and objects, pursuant to specified law.		

<p><a href="#">AB 291</a> <a href="#">Chu</a></p>	<p>Amended 1/23/2020</p>	<p>Senate Dead</p>	<p><b>Local Emergency Preparedness and Hazard Mitigation Fund.</b> Would establish a Local Emergency Preparedness and Hazard Mitigation Fund to, upon appropriation by the Legislature, support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board.</p>		
<p><a href="#">AB 323</a> <a href="#">Rubio, Blanca</a></p>	<p>Enrolled 9/4/2020</p>	<p>Assembly Enrollment</p>	<p><b>Newspapers: state agency advertising: worker status: independent contractors.</b> Current law sets out the various responsibilities of the Department of General Services and state agencies in overseeing and implementing state contracting procedures and policies. Current law also provides that whenever any official advertising, notice, resolution, order, or other matter of any nature whatsoever is required by law to be published in a newspaper, the publication is required to be made only in a newspaper of general circulation, as specified. This bill would require the department to publish, on the department's internet website, an annual report by July 1 of each year containing specified information relating to payments for placement of marketing or outreach advertising material by each state agency. The bill would provide that these provisions are not intended to amend any of the above-described provisions relating to required publications of official advertising, notices, resolutions, orders, or other matters.</p>		
<p><a href="#">AB 429</a> <a href="#">Nazarian</a></p>	<p>Amended 8/30/2019</p>	<p>Senate Dead</p>	<p><b>Seismically vulnerable buildings: inventory.</b> Current law establishes a program within all cities and all counties and portions thereof located within seismic zone 4, as defined, to identify all potentially hazardous buildings and to establish a mitigation program for these buildings. The mitigation program may include, among other things, the adoption by ordinance of a hazardous buildings program, measures to strengthen buildings, and the application of structural standards necessary to provide for life safety above current code requirements. Current law requires the Alfred E. Alquist Seismic Safety Commission to report annually to the Legislature on the filing of mitigation programs relating to building construction standards from local jurisdictions. This bill would require the commission, by specified deadlines, to identify funding and develop a bidding process for hiring a third-party contractor to create an inventory of potentially vulnerable buildings, as defined.</p>		<p>Support</p>

<p><a href="#">AB 434</a> <a href="#">Daly</a></p>	<p>Enrolled 9/4/2020</p>	<p>Assembly Enrollment</p>	<p><b>Housing financing programs: uniform procedures.</b> Current law establishes, among other housing programs administered by the Department of Housing and Community Development, the Multifamily Housing Program, pursuant to which the department provides assistance in the form of deferred payment loans to pay for specified eligible costs of development of specified housing projects. This bill would authorize the department, in administering the Multifamily Housing Program, to establish set-asides for specific project types or projects that serve specific target populations.</p>		
<p><a href="#">AB 724</a> <a href="#">Wicks</a></p>	<p>Amended 4/25/2019</p>	<p>Assembly Dead</p>	<p><b>Rental property data registry.</b> Would require the Department of Housing and Community Development to create a rental registry online portal, which would be designed to receive specified information from landlords regarding their residential tenancies and to disseminate this information to the general public. The bill would require the department to complete the rental registry online portal, the form necessary to support it, by January 1, 2021, and would require landlords who own or operate property that includes more than 15 dwelling units to register within 90 days and annually thereafter.</p>		
<p><a href="#">AB 725</a> <a href="#">Wicks</a></p>	<p>Enrollment 9/8/2020</p>	<p>Assembly Enrolled</p>	<p><b>General plans: housing element: moderate-income and above moderate-income housing: suburban and metropolitan jurisdictions.</b> The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need determined pursuant to specified law. This bill, commencing January 1, 2022, would require that at least 25% of a metropolitan jurisdiction's share of the regional housing need for moderate-income housing be allocated to sites with zoning that allows at least 4 units of housing, but no more than 100 units per acre of housing. The bill would require that at least 25% of a metropolitan jurisdiction's share of the regional housing need for above moderate-income housing be allocated to sites with zoning that allows at least 4 units of housing. The bill would exclude unincorporated areas from this prohibition and would include related legislative findings.</p>		
<p><a href="#">AB 828</a> <a href="#">Ting</a></p>	<p>Amended 7/28/2020</p>	<p>Senate Dead</p>	<p><b>Temporary moratorium on foreclosures and unlawful detainer actions: coronavirus (COVID-19).</b> Would prohibit a person from taking any action to foreclose on a residential real property while a state or locally declared state of emergency related to the COVID-19 virus is in effect and until 91 days after the state of emergency has ended, including, but not limited to, causing or conducting the sale of the real property or submitting for recordation a notice of default.</p>		

<p><a href="#">AB 831</a> <a href="#">Grayson</a></p>	<p>Enrolled 9/4/2020</p>	<p>Assembly Enrollment</p>	<p><b>Planning and zoning: housing: development application modifications.</b> The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among other things, that the development is located on a site that satisfies specified location, urbanization, and zoning requirements. Current law requires a local government that determines that a development submitted pursuant to these provisions is in conflict with any of the objective planning standards to provide the development proponent written documentation of which standard or standards the development conflicts with and an explanation of the reasons, as specified. This bill would require the development and the site on which it is located to satisfy the specified location, urbanization, and zoning requirements.</p>		
<p><a href="#">AB 953</a> <a href="#">Ting</a></p>	<p>Amended 1/6/2020</p>	<p>Senate Dead</p>	<p><b>Land use: accessory dwelling units.</b> Current law requires a local agency to ministerially approve or deny a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. This bill would deem a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit approved if the local agency has not acted upon the completed application within 60 days.</p>		

<p><a href="#">AB 992</a> <a href="#">Mullin</a></p>	<p>Enrollment 8/31/2020</p>	<p>Assembly Enrolled</p>	<p><b>Open meetings: local agencies: social media.</b> The Ralph M. Brown Act defines “meeting” for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that, until January 1, 2026, the prohibition described above does not prevent a member from engaging in separate conversations or communications outside of a meeting authorized by this act with any other person using an internet-based social media platform, as defined, to answer questions, provide information to the public, or to solicit information from the public regarding a matter that is within the subject matter jurisdiction of the legislative body, provided that a majority of the members do not use the internet-based social media platform to discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body, and that a member shall not respond directly to any communication on an internet-based social media platform regarding a matter that is within the subject matter jurisdiction of the legislative body that is made, posted, or shared by any other member of the legislative body.</p>		
<p><a href="#">AB 1112</a> <a href="#">Friedman</a></p>	<p>Amended 7/22/2020</p>	<p>Senate Dead</p>	<p><b>Micromobility devices: relocation.</b> Would prohibit an unauthorized person from removing an unattended micromobility device from a highway to a storage facility, garage, or other place. The bill would authorize a person to relocate an illegally parked micromobility device a short distance in order to clear a highway, sidewalk, doorway, or public bicycle path or trail for vehicle or pedestrian traffic. The bill would allow a peace officer to relocate an illegally parked micromobility device to a properly parked location. If relocation is impracticable, the bill would allow a peace officer to remove a micromobility device in the same manner as a vehicle.</p>		

<p><a href="#">AB 1279</a> <a href="#">Bloom</a></p>	<p>Amended 7/22/2020</p>	<p>Senate Dead</p>	<p><b>Planning and zoning: housing development: high-opportunity areas.</b> The Planning and Zoning Law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit if the development satisfies certain objective planning standards, including that the development is (1) located in a locality determined by the Department of Housing and Community Development to have not met its share of the regional housing needs for the reporting period, and (2) subject to a requirement mandating a minimum percentage of below-market rate housing, as provided. This bill would require the department to designate areas in this state as high-opportunity areas, as provided, by January 1, 2022, in accordance with specified requirements and to update those designations within 6 months of the adoption of new Opportunity Maps by the California Tax Credit Allocation Committee.</p>		
<p><a href="#">AB 1286</a> <a href="#">Muratsuchi</a></p>	<p>Enrollment 9/8/2020</p>	<p>Assembly Enrolled</p>	<p><b>Shared mobility devices: agreements.</b> Would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided.</p>		
<p><a href="#">AB 1350</a> <a href="#">Gonzalez</a></p>	<p>Enrollment 9/8/2020</p>	<p>Assembly Enrolled</p>	<p><b>Retroactive grant of high school diplomas: COVID-19 crisis.</b> Would authorize a high school district, unified district, county office of education, or the governing body of a charter school to retroactively grant a high school diploma to a person who was in their senior year of high school during the 2019–20 school year; in good academic standing and on track to graduate at the end of the 2019–20 school year, as of March 1, 2020; and unable to complete the statewide graduation requirements as a result of the COVID-19 crisis.</p>		

<p><a href="#">AB 1436</a> <a href="#">Chiu</a></p>	<p>Amended 8/14/2020</p>	<p>Senate Dead</p>	<p><b>Tenancy: rental payment default: mortgage forbearance: state of emergency: COVID-19.</b> Would enact the COVID-19 Tenant Relief Act of 2020. This bill would require that any 3 days' notice that demands payment of COVID-19 rental debt that is served on a tenant during the covered time period meet specified criteria, including that the notice include an unsigned copy of an attestation of COVID-19-related financial distress and that the notice advise the tenant that the tenant will not be evicted for failure to comply with the notice if the tenant delivers a signed attestation of COVID-19-related financial distress to the landlord, as specified. The bill would define "covered time period" for purposes of these provisions as the time between March 4, 2020, and either 90 days after the termination of the COVID-19 state of emergency or April 1, 2021, whichever occurs earlier.</p>		
<p><a href="#">AB 1481</a> <a href="#">Grayson</a></p>	<p>Amended 5/20/2019</p>	<p>Assembly Dead</p>	<p><b>Tenancy termination: just cause.</b> Would, with certain exceptions, prohibit a lessor of residential property from terminating the lease without just cause, as defined, stated in the written notice to terminate.</p>	<p>Support</p>	<p>Support</p>
<p><a href="#">AB 1580</a> <a href="#">Levine</a></p>	<p>Amended 7/1/2019</p>	<p>Senate Dead</p>	<p><b>Major infrastructure construction projects: oversight committees.</b> Current law requires the Department of Transportation and the Bay Area Toll Authority to establish the Toll Bridge Program Oversight Committee, as provided, to review and provide program direction for seismic retrofit and replacement projects on toll bridges within the geographic jurisdiction of the committee. This bill, except as specified, would similarly require a state agency undertaking a publicly funded major infrastructure construction project that is estimated to cost \$1,000,000,000 or more to form an oversight committee, as provided, to develop and use risk management plans throughout the course of the project, and to take specified actions relating to managing risks. The bill would require the oversight committee to act as the authority for critical decisions regarding the implementation of the project's risk management plan and to have sufficient staff to support decisionmaking.</p>		

<p><a href="#">AB 1659</a> <a href="#">Bloom</a></p>	<p>Amended 8/28/2020</p>	<p>Senate Dead</p>	<p><b>Large electrical corporations: wildfire mitigation: securitization.</b> Would enact the Wildfire Prevention and Community Resilience Act of 2020 and would require the Natural Resources Agency, in consultation with the Public Utilities Commission, to adopt an interim expenditure plan and an expenditure plan that are focused on reducing wildfire risk on the ground and in communities through activities such as defensible space implementation, home hardening, improved public safety, including expenditures to add trained emergency medical technicians to the workforce, and other authorized activities, as well as to prepare residents for wildfires through public education and outreach, as provided. The bill would establish the Wildfire Prevention and Community Resilience Fund and, upon appropriation by the Legislature, would require moneys in the fund be used for the implementation of those plans.</p>		
<p><a href="#">AB 1782</a> <a href="#">Chau</a></p>	<p>Amended 8/11/2020</p>	<p>Senate Dead</p>	<p><b>Personal information: contact tracing.</b> The California Consumer Privacy Act of 2018 (CCPA) grants a consumer various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to require a business to delete personal information about the consumer, as specified. This bill, the Technology-Assisted Contact Tracing Public Accountability and Consent Terms (TACT-PACT) Act, would generally regulate public health entities and businesses, as defined, that provide technology-assisted contact tracing (TACT), as defined. The bill would, among other things, require a business or public health entity offering TACT to provide a simple mechanism for a user to revoke consent for the collection, use, maintenance, or disclosure of data and permit revocation of consent at any time.</p>		
<p><a href="#">AB 1839</a> <a href="#">Bonta</a></p>	<p>Amended 5/7/2020</p>	<p>Assembly Dead</p>	<p><b>Economic, environmental, and social recovery: California COVID-19 Recovery Deal.</b> Would enact the California COVID-19 Recovery Deal. The bill would make a series of legislative findings and declarations pertaining to the coronavirus (COVID-19) pandemic and various economic, environmental, and social conditions in the state. The bill would state the intent of the Legislature that the state adopt a policy framework with principles and goals committed to accomplish specified economic, environmental, and social objectives and priorities as part of the state's COVID-19 recovery spending. The bill would state that the Legislature establishes various spending rules for the COVID-19 recovery, including adopting spending measures that prohibit businesses, organizations, or agencies from accepting public funds for any long-term projects that prolong the emission of greenhouses gases or lead to the expansion of fossil fuel projects and ensuring that recovery spending includes specific measures for California populations and communities most negatively impacted by COVID-19.</p>		



<p><a href="#">AB 1845</a> <a href="#">Rivas, Luz</a></p>	<p>Enrolled 9/4/2020</p>	<p>Assembly Enrollment</p>	<p><b>Homelessness: Office to End Homelessness.</b> Would create, within the Governor’s office, the Office to End Homelessness, which would be administered by the Secretary on Homelessness appointed by the Governor. The bill would require that the office serve the Governor as the lead entity for ending homelessness in California and would task the office with coordinating homeless programs, services, data, and policies between federal, state, and local agencies, among other responsibilities. The bill would require the office to exercise various powers and duties, including, among others, making recommendations to the Governor and the Legislature regarding new state policies, programs, and actions on homelessness.</p>		
<p><a href="#">AB 1848</a> <a href="#">Lackey</a></p>	<p>Introduced 1/6/2020</p>	<p>Assembly Dead</p>	<p><b>High-speed rail: Metrolink commuter rail system.</b> The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9,000,000,000 in general obligation bonds for high-speed rail purposes and \$950,000,000 for other related rail purposes. This bill would appropriate \$4,000,000,000 of those bond revenues to the Southern California Regional Rail Authority to fund improvements to the Metrolink commuter rail system.</p>		
<p><a href="#">AB 1851</a> <a href="#">Wicks</a></p>	<p>Enrollment 8/31/2020</p>	<p>Assembly Enrolled</p>	<p><b>Religious institution affiliated housing development projects: parking requirements.</b> Would prohibit a local agency from requiring the replacement of religious-use parking spaces that a developer of a religious institution affiliated housing development project proposes to eliminate as part of that housing development project. The bill would prohibit the number of religious-use parking spaces requested to be eliminated from exceeding 50% of the number that are available at the time the request is made. The bill would prohibit a local agency from requiring the curing of any preexisting deficit of the number of religious-use parking spaces as a condition of approval of a religious institution affiliated housing development project.</p>		
<p><a href="#">AB 1920</a> <a href="#">Boerner</a> <a href="#">Horvath</a></p>	<p>Amended 5/4/2020</p>	<p>Assembly Dead</p>	<p><b>Climate change: California Climate Adaptation Center and Regional Support Network.</b> Current law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, and update biannually, a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. This bill would establish the Climate Adaptation Center and Regional Support Network in the Ocean Protection Council to provide local governments facing sea level rise challenges with information and scientific expertise necessary to proceed with sea level rise mitigation.</p>		

<a href="#">AB 1924</a> <a href="#">Grayson</a>	Introduced 1/14/2020	Assembly Dead	<p><b>Housing development: fees.</b> Would require that a fee levied or imposed on a housing development project by a local agency be proportionate to the square footage of the proposed unit or units. By imposing additional duties on local agencies that impose fees under the Mitigation Fee Act, the bill would impose a state-mandated local program.</p>		
<a href="#">AB 1964</a> <a href="#">Frazier</a>	Introduced 1/21/2020	Assembly Dead	<p><b>Autonomous vehicles.</b> Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Current law defines an "autonomous vehicle" for this purpose as any vehicle equipped with autonomous technology, as defined, that has been integrated into the vehicle. This bill would expand the definition of the term "autonomous vehicle" to also include a remotely operated vehicle, defined as a specified type of vehicle that is capable of being operated by a driver or operator that is not inside of the vehicle.</p>		
<a href="#">AB 1992</a> <a href="#">Friedman</a>	Amended 3/11/2020	Assembly Dead	<p><b>Transportation: transportation infrastructure: climate change.</b> Would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the Department of Transportation, in consultation with the California Transportation Commission, to update the asset management plan on or before December 31, 2022, and every 4 years thereafter, and for the updates to take into account the forecasted impacts of climate change on transportation infrastructure. The bill would require the updates to the California Transportation Plan and the Strategic Growth Council's report to include a forecast of the impacts of climate change on transportation infrastructure and measures to address those impacts.</p>		
<a href="#">AB 1997</a> <a href="#">Nazarian</a>	Amended 3/16/2020	Assembly Dead	<p><b>Building codes: earthquake safety: functional recovery standard.</b> Would require the California Building Standards Commission, by June 30, 2021, to assemble a functional recovery working group comprised of certain state entities and members of the construction and insurance industries, as specified. The bill would require the working group, by June 30, 2023, to consider whether a "functional recovery" standard is warranted for all or some building occupancy classifications, using specified criteria, and to investigate the practical means of implementing that standard, as specified. The bill would require the working group to advise the appropriate state agencies to propose the building standards, as specified. The bill would authorize the commission to adopt regulations based upon the recommendations from the working group for nonresidential occupancies. The bill would define "functional recovery" for purposes of these provisions, as specified.</p>		

<p><a href="#">AB 1999</a> <a href="#">Frazier</a></p>	<p>Amended 5/4/2020</p>	<p>Assembly Dead</p>	<p><b>Vehicles: speed limits.</b> Current law prohibits driving certain vehicles, including a schoolbus transporting school pupils or a vehicle transporting explosives, upon a highway at a speed in excess of 55 miles per hour. Current law imposes specified other restrictions on those vehicles, including a requirement that those vehicles be driven at a distance of not less than 300 feet to the rear of any other of those vehicles preceding them when being driven outside of a business or residential district. This bill would remove the prohibition on driving those vehicles at a speed in excess of 55 miles per hour and would make other conforming changes.</p>		
<p><a href="#">AB 2012</a> <a href="#">Chu</a></p>	<p>Introduced 1/28/2020</p>	<p>Assembly Dead</p>	<p><b>Free senior transit passes: eligibility for state funding.</b> Would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.</p>		
<p><a href="#">AB 2057</a> <a href="#">Chiu</a></p>	<p>Amended 5/4/2020</p>	<p>Assembly Dead</p>	<p><b>San Francisco Bay area: public transportation.</b> Would declare the intent of the Legislature to enact subsequent legislation that would create a transportation network manager for the 9-county San Francisco Bay area to, among other things, integrate all aspects of public transit within the 9-county San Francisco Bay area and provide leadership and accountability in planning, coordinating, and financing the transportation network. The bill would establish a 19-member Bay Area Seamless Transit Task Force to recommend to the Legislature the structure, governance, and funding of the transportation network manager and the organizational structure, governance, and funding for San Francisco Bay area transportation agencies, and other reforms to the San Francisco Bay area's local, regional, and state public agencies, that should be enacted in future legislation to maximize the effectiveness of the public transit system in the San Francisco Bay area.</p>		
<p><a href="#">AB 2058</a> <a href="#">Gabriel</a></p>	<p>Amended 5/12/2020</p>	<p>Assembly Dead</p>	<p><b>Income taxes: credits: low-income housing.</b> 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, 2021, and before January 1, 2026, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a multifamily rental housing development or mobilehome park to a qualified developer, as defined, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would require the credits to be reserved on a first-come-first-served basis.</p>		

<p><a href="#">AB 2078</a> <a href="#">Calderon</a></p>	<p>Amended 3/16/2020</p>	<p>Assembly Dead</p>	<p><b>Housing development.</b> Would require the California Housing Finance Agency to conduct a study to identify financial impediments to developing entitled properties in the state and post a report of the study on its internet website by January 1, 2022. The bill would also state the intent of the Legislature to enact legislation that would authorize the California Housing Finance Agency to loan money to developers for the purpose of building housing units, conditioned on loan terms and the payment of interest at commercial market rates and full repayment of the loan.</p>		
<p><a href="#">AB 2089</a> <a href="#">Rivas, Luz</a></p>	<p>Amended 3/9/2020</p>	<p>Assembly Dead</p>	<p><b>Resilient Economies and Community Health Pilot Program.</b> Would establish the Resilient Economies and Community Health Pilot Program from January 1, 2021, through December 31, 2025, and would have the program be administered by the Strategic Growth Council as a grant pilot program for eligible community-based organizations, as defined, to provide a comprehensive suite of coordinated incentives and services to disadvantaged communities, as defined, at the resident household level to provide economic savings, reduce greenhouse gas emissions and air pollution, and improve resiliency to the impacts of climate change. The bill would require the council to submit specified reports to the Legislature on the program no later than January 1, 2025.</p>		
<p><a href="#">AB 2121</a> <a href="#">Friedman</a></p>	<p>Introduced 2/6/2020</p>	<p>Assembly Dead</p>	<p><b>Traffic safety.</b> Would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual.</p>		
<p><a href="#">AB 2137</a> <a href="#">Wicks</a></p>	<p>Introduced 2/10/2020</p>	<p>Assembly Dead</p>	<p><b>Planning and Zoning Law: court orders: housing development projects.</b> The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible for development for the use of very low, low-, or moderate-income households, or an emergency shelter, including through the use of design review standards, unless it makes prescribed written findings. The act defines a housing development project for these purposes to mean residential units, mixed-use developments consisting of residential and nonresidential uses with at least two-thirds of the square footage designated for residential use, and transitional housing or supportive housing. This bill would remove the option of a court, when issuing a final order or judgment in favor of a plaintiff challenging the validity of a general plan or mandatory element, to suspend the authority of the city, county, or city and county to issue specified building permits, to grant zoning changes or variances, and to grant subdivision map approvals, for housing development projects, as defined in the Housing Accountability Act.</p>		

<p><a href="#">AB 2145</a> <a href="#">Ting</a></p>	<p>Amended 5/4/2020</p>	<p>Assembly Dead</p>	<p><b>Transportation electrification: electric vehicle charging ports.</b> Would require the PUC to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to meet the goal of installing at least 1,000,000 electric vehicle charging ports by December 31, 2030. The bill would require the statewide assessment prepared by the Energy Commission to include as a goal the installation of at least 1,000,000 electric vehicle charging ports by December 31, 2030.</p>		
<p><a href="#">AB 2148</a> <a href="#">Quirk</a></p>	<p>Amended 3/5/2020</p>	<p>Assembly Dead</p>	<p><b>Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans.</b> Current law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. This bill would require the Strategic Growth Council, by July 1, 2021, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2022, to develop criteria for the development of regional climate adaptation plans.</p>		
<p><a href="#">AB 2176</a> <a href="#">Holden</a></p>	<p>Introduced 2/11/2020</p>	<p>Assembly Dead</p>	<p><b>Free student transit passes: eligibility for state funding.</b> Would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.</p>		
<p><a href="#">AB 2188</a> <a href="#">Calderon</a></p>	<p>Amended 5/4/2020</p>	<p>Assembly Dead</p>	<p><b>Charge Ahead California Initiative: Air Quality Improvement Program: Clean Vehicle Rebate Project.</b> Would require the forecast for the Clean Vehicle Rebate Project to include several items, including, among other things, the total state rebate investment necessary to facilitate reaching the goal of no longer needing the Clean Vehicle Rebate Project to be in effect and recommendations on changes to the project structure and rebate levels. The bill would require the State Air Resources Board to update the forecast at least every 3 years until January 1, 2030. This bill also would require the state board, for the purposes of the Clean Vehicle Rebate Project, to adopt criteria and other requirements to ensure that rebate levels can be phased down in increments based on cumulative sales levels.</p>		

<p><a href="#">AB 2195</a> <a href="#">Maienschein</a></p>	<p>Amended 5/4/2020</p>	<p>Assembly Dead</p>	<p><b>Infill Infrastructure Grant Program of 2019.</b> Would require the Department of Housing and Community Development, upon appropriation by the Legislature, to create and administer a grant category within the Infill and Infrastructure Grant Program of 2019 that provides grants for capital improvement projects, as defined, that are within one mile of a qualifying infill project and would improve the quality of life in the qualifying infill area. This bill would subject the grant category established by these provisions to the same application process and review procedures as established in the Infill and Infrastructure Grant Program of 2019. The bill would authorize the department to adopt guidelines for the purposes of administering the program.</p>		
<p><a href="#">AB 2249</a> <a href="#">Mathis</a></p>	<p>Introduced 2/13/2020</p>	<p>Assembly Dead</p>	<p><b>High-speed rail: legislative oversight.</b> Would create the Joint Legislative Committee on High-Speed Rail Oversight consisting of 3 Members of the Senate and 3 Members of the Assembly and would require the committee to ascertain facts, review documents, and take action thereon, and make recommendations to the Legislature concerning the state's programs, policies, and investments related to high-speed rail, as specified. The bill would require the authority and any entity contracting with the authority to give and furnish to the committee upon request information, records, and documents as the committee deems necessary and proper to achieve its purposes.</p>		
<p><a href="#">AB 2262</a> <a href="#">Berman</a></p>	<p>Amended 5/4/2020</p>	<p>Assembly Dead</p>	<p><b>Greenhouse gases: zero-emission vehicle charging or fueling infrastructure: statewide assessment and zero-emission readiness plans.</b> Current law requires the State Energy Resources Conservation and Development Commission to prepare a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electrical vehicle adoption required for the state to meet the goal of deploying at least 5,000,000 vehicles by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. Current law requires the commission to update the assessment at least once every 2 years. This bill, on and after January 1, 2021, would require the assessment to consider the different electric vehicle charging infrastructure needs of metropolitan planning areas.</p>		

<p><a href="#">AB 2285</a></p> <p>Committee on Transportation</p>	<p>Enrolled 9/1/2020</p>	<p>Assembly Enrollment</p>	<p><b>Transportation.</b> The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, upon appropriation from the Greenhouse Gas Reduction Fund, funds zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and related projects. The program provides that projects eligible for funding include, among others, technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, and requires, until December 31, 2020, no less than 20% of funding made available for that purpose to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. This bill would extend the requirement that 20% of that funding be made available for that same purpose until December 31, 2021.</p>		
<p><a href="#">AB 2310</a></p> <p><a href="#">Daly</a></p>	<p>Introduced 2/14/2020</p>	<p>Assembly Dead</p>	<p><b>Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.</b> Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.</p>		
<p><a href="#">AB 2323</a></p> <p><a href="#">Friedman</a></p>	<p>Amended 8/12/2020</p>	<p>Senate Dead</p>	<p><b>California Environmental Quality Act: exemptions.</b> CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt. The bill would additionally require the project site to have been previously developed or to be a vacant site meeting certain requirements.</p>		
<p><a href="#">AB 2345</a></p> <p><a href="#">Gonzalez</a></p>	<p>Enrolled 9/4/2020</p>	<p>Assembly Enrollment</p>	<p><b>Planning and zoning: density bonuses: annual report: affordable housing.</b> The Planning and Zoning 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 that includes, among other specified information, the number of net new units of housing that have been issued a completed entitlement, a building permit, or a certificate of occupancy, thus far in the housing element cycle, as provided. This bill would require that the annual report include specified information regarding density bonuses granted in accordance with specified law, as described.</p>		

<p><a href="#">AB 2405</a> <a href="#">Burke</a></p>	<p>Enrolled 9/1/2020</p>	<p>Assembly Enrollment</p>	<p><b>Right to safe, decent, and affordable housing.</b> Would declare that it is the policy of the state that every individual has the right to safe, decent, and affordable housing, and would require the policy to consider homelessness prevention, emergency accommodations, and permanent housing, as specified. The bill would, among other things, require all relevant state agencies and departments, including, but not limited to, the Department of Housing and Community Development, the State Department of Social Services, and the Office of Emergency Services to consider that state policy when revising, adopting, or establishing policies, regulations, and grant criteria when those policies, regulations, and criteria are pertinent to advancing the guidelines listed as core components of Housing First. The bill would make these provisions operative on January 1, 2026, and would make implementation of these provisions subject to an appropriation of funds in the annual Budget Act for these purposes.</p>		
<p><a href="#">AB 2406</a> <a href="#">Wicks</a></p>	<p>Amended 5/11/2020</p>	<p>Assembly Dead</p>	<p><b>Homeless Accountability and Prevention Act: rental registry online portal.</b> Would require the Department of Housing and Community Development to enter into a contract with a contractor to create and administer a rental registry online portal, which would be designed to receive specified information from landlords that both (1) own or operate 5 or more rental dwelling units regarding their residential tenancies and to disseminate this information to the general public and (2) accept rental assistance payments from federal or state funds, or both, provided in response to a federal or state proclamation of a state of emergency related to COVID-19, as specified. The bill would require that the rental registry online portal, and the form necessary to support it, be completed by January 1, 2022, and would require a landlord to submit a rental registry form for each property on or before April 1, 2022.</p>		



<p><a href="#">AB 2542</a> <a href="#">Kalra</a></p>	<p>Enrolled 9/4/2020</p>	<p>Assembly Enrollment</p>	<p><b>Criminal procedure: discrimination.</b> Would prohibit the state from seeking a criminal conviction or sentence on the basis of race, ethnicity, or national origin, as specified. The bill would allow a writ of habeas corpus to be prosecuted on the basis of that prohibition, and would require the defendant to appear at the evidentiary hearing by video unless their presence in court is needed. The bill would permit a defendant to file a motion requesting disclosure of all evidence relevant to a potential violation of that prohibition that is in the possession or control of the prosecutor and would require a court, upon a showing of good cause, to order those records to be released. The bill would authorize a court that finds a violation of that prohibition to impose a specified remedy. The bill would apply its provisions to adjudications and dispositions in the juvenile delinquency system. The bill would apply its provisions only prospectively to cases in which judgment has not been entered prior to January 1, 2021.</p>		
<p><a href="#">AB 2586</a> <a href="#">Berman</a></p>	<p>Amended 3/16/2020</p>	<p>Assembly Dead</p>	<p><b>Shelter crisis: safe parking programs.</b> Would provide that a political subdivision is immune from liability for ordinary negligence in the provision of a safe parking program during a declared shelter crisis and would suspend the application of the Special Occupancy Parks Act, the Mobilehome Parks Act, the Mobilehome Residency Law, and the Recreational Vehicle Park Occupancy Law to the safe parking program. The bill would define "safe parking program" for these purposes as a program that provides homeless individuals and families living in a vehicle a safe place to park while accessing services to end their homelessness.</p>		
<p><a href="#">AB 2605</a> <a href="#">Chiu</a></p>	<p>Amended 5/4/2020</p>	<p>Assembly Dead</p>	<p><b>Density bonuses: affordable housing.</b> Current law generally requires that a housing development meeting these criteria receive a density bonus of 80% of the number of units for lower income housing, but exempts a development from any maximum controls on density if it is located within 1/2 mile of a major transit stop, as defined. Existing law requires that a housing development meeting these criteria also receive 4 incentives or concessions under the Density Bonus Law and prohibits a development that receives a waiver from maximum controls on density from receiving a waiver or reduction of development standards other than as expressly provided in specified provisions of the Density Bonus Law. This bill would, instead, require that a housing development meeting these criteria receive at least 4 incentives or concessions, thereby authorizing additional incentives or concessions for these developments.</p>		

<a href="#">AB 2619</a> <a href="#">Stone, Mark</a>	Introduced 2/20/2020	Assembly Dead	<p><b>Coastal resources: Program for Coastal Resilience, Adaptation, and Access.</b> Would establish the Program for Coastal Resilience, Adaptation, and Access for the purpose of funding specified activities intended to help the state prepare, plan, and implement actions to address and adapt to sea level rise and coastal climate change. The bill would create the Coastal Resilience, Adaptation, and Access Fund in the State Treasury, and would authorize the California Coastal Commission and specified state agencies to expend moneys in the fund, upon appropriation in the annual Budget Act, to take actions, based upon the best scientific information, that are designed to address and adapt to sea level rise and coastal climate change, as prescribed.</p>		
<a href="#">AB 2621</a> <a href="#">Mullin</a>	Amended 8/17/2020	Senate Dead	<p><b>Office of Planning and Research: regional climate networks: climate adaptation action plans.</b> 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 agencies, as defined, to establish and participate in a regional climate network, as defined, to prepare a regional climate adaptation action plan for certain regions, as described. The bill would authorize eligible agencies to voluntarily determine whether to establish membership in a regional climate network.</p>	Support	Support
<a href="#">AB 2661</a> <a href="#">Chu</a>	Amended 5/4/2020	Assembly Dead	<p><b>Santa Clara Valley Transportation Authority: board of directors.</b> Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the VTA in a 12-member board of directors and requires the board of directors to annually elect a chairperson who shall preside at all meetings and a vice chairperson who shall serve in the absence of the chairperson. This bill would instead require the board of directors to biennially elect a chairperson and a vice chairperson.</p>		
<a href="#">AB 2667</a> <a href="#">Boerner</a> <a href="#">Horvath</a>	Introduced 2/20/2020	Assembly Dead	<p><b>Air Quality Improvement Program: Clean Vehicle Rebate Project: electric bicycles.</b> Would state the intent of the Legislature to enact future legislation to develop an incentive program within the Clean Vehicle Rebate Project for the purchase of electric bicycles for the purpose of providing climate change benefits by reducing the number of vehicle miles traveled.</p>		

<p><a href="#">AB 2674</a> <a href="#">Ting</a></p>	<p>Introduced 2/20/2020</p>	<p>Assembly Dead</p>	<p><b>Toll bridges: pedestrians and bicycles.</b> Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. Current law, until January 1, 2021, prohibits a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges. This bill would extend that prohibition until January 1, 2031.</p>		
<p><a href="#">AB 2690</a> <a href="#">Low</a></p>	<p>Amended 5/4/2020</p>	<p>Senate Dead</p>	<p><b>Mobilehome parks: local ordinances.</b> Current law, the Mobilehome Residency Law, prescribes various terms and conditions of tenancies in mobilehome parks. Current law exempts new construction, defined as spaces initially held out for rent after January 1, 1990, from any ordinance, rule, regulation, or initiative measure adopted by a city or county, which establishes a maximum amount that a landlord may charge a tenant for rent. This bill would repeal the exemption regarding new construction from ordinances, rules, regulations, and initiative measures, establishing a maximum amount that a landlord may charge a tenant for rent.</p>		
<p><a href="#">AB 2698</a> <a href="#">Gray</a></p>	<p>Amended 3/11/2020</p>	<p>Assembly Dead</p>	<p><b>High-Speed Rail Authority: trains powered by fossil fuel combustion engines.</b> Would prohibit the High-Speed Rail Authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified.</p>		
<p><a href="#">AB 2730</a> <a href="#">Cervantes</a></p>	<p>Enrolled 9/1/2020</p>	<p>Assembly Enrollment</p>	<p><b>Access and functional needs: local government: agreement for emergency management and transportation.</b> Would authorize a county, including a city and county, to enter into an agreement with an adjacent county, upon the request of the adjacent county, for purposes of permitting the adjacent county to borrow, for compensation, the county's emergency management and transportation services in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the adjacent county. The bill would define an "adjacent county" for these purposes as a county within the same or a contiguous mutual aid region or regions, as defined. The bill, if a county, including a city and county, chooses to enter into an agreement under the bill's provisions, would require that the county integrate the agreement into its emergency plan within 90 days of entering into the agreement.</p>		

<a href="#">AB 2738</a> <a href="#">Quirk-Silva</a>	Introduced 2/20/2020	Assembly Dead	<p><b>Highway Users Tax Account: apportionment to counties: expenditure.</b> Would expand the purposes for which a county may spend moneys deposited into its road fund to include any street or road within the county. If a county expends moneys received from the Highway Users Tax Account for streets and roads within the county, the bill would require the county to use those funds equitably throughout the county to identify and improve streets and roads that have the highest need.</p>		
<a href="#">AB 2800</a> <a href="#">Quirk</a>	Enrolled 9/4/2020	Assembly Enrollment	<p><b>Climate change: state infrastructure planning: Climate-Safe Infrastructure Working Group.</b> Current law requires state agencies to take into account the current and future impacts of climate change when planning, designing, building, operating, maintaining, and investing in state infrastructure, as provided. This bill would require state agencies to take into account the economic damages and financial liabilities associated with the above impacts.</p>		
<a href="#">AB 2822</a> <a href="#">Waldron</a>	Introduced 2/20/2020	Assembly Dead	<p><b>Worker status: independent contractors: transportation network companies.</b> Current law exempts specified occupations and business relationships from the application of Dynamex and the provisions as specified, including various professional services provided by graphic designers, grant writers, and fine artists, among others. This bill would also exempt transportation network companies from the application of Dynamex and the above provisions.</p>		
<a href="#">AB 2824</a> <a href="#">Bonta</a>	Amended 5/4/2020	Assembly Dead	<p><b>Bay Bridge Fast Forward Program.</b> Would require the Metropolitan Transportation Commission, Department of Transportation, and certain transit entities to jointly identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require the commission, department, and certain transit operators, on or before January 1, 2022, to jointly submit to the Legislature a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor.</p>		
<a href="#">AB 2828</a> <a href="#">Friedman</a>	Introduced 2/20/2020	Assembly Dead	<p><b>Traffic safety.</b> Would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual.</p>		

<p><a href="#">AB 2832</a> <a href="#">Garcia, Cristina</a></p>	<p>Introduced 2/20/2020</p>	<p>Assembly Dead</p>	<p><b>Greenhouse gases: carbon neutrality.</b> Would declare the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The bill would require the state board to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward achieving carbon neutrality, and to ensure that updates to the scoping plan identify and recommend measures to achieve carbon neutrality. The bill would require a specified plan prepared by the state board and other specified agencies to include sequestration targets consistent with achieving carbon neutrality, and would impose other requirements on state agencies relating to working toward carbon neutrality.</p>		
<p><a href="#">AB 2837</a> <a href="#">Quirk-Silva</a></p>	<p>Introduced 2/20/2020</p>	<p>Assembly Dead</p>	<p><b>UNITY Act: affordable housing software.</b> Would enact the UNITY Act (act), which requires the development of UNITY software for purposes of rapidly processing affordable housing applications on a single, shared platform, among other purposes. The bill would require, upon appropriation by the Legislature of no more than \$5,000,000 in the Budget Act or other statute, a state agency to develop and implement, or procure a contract for a third party to develop and implement, UNITY software pursuant to the act. The bill would require the UNITY software to be developed in 3 phases, as described, within one year of appropriation by the Legislature.</p>		
<p><a href="#">AB 2850</a> <a href="#">Low</a></p>	<p>Enrolled 9/1/2020</p>	<p>Assembly Enrollment</p>	<p><b>Public transit employer-employee relations: San Francisco Bay Area Rapid Transit District.</b> Current law creates the San Francisco Bay Area Rapid Transit District with various powers and duties and establishes a board of directors as the legislative body of the district. Current law requires the board, upon a majority of district employees in a unit appropriate for collective bargaining indicating a desire to be represented by a labor organization, to bargain with the accredited representative of those employees. Current law requires the board and employees to bargain in good faith and make all reasonable efforts to reach agreement on the terms of a written contract governing wages, salaries, hours, working conditions, and grievance procedures. This bill would specify that the Public Employment Relations Board, and the powers and duties of the Public Employment Relations Board, has jurisdiction, as appropriate, to enforce these statutory provisions governing employer-employee relations within the district. The bill, among other things, would require the district to give reasonable written notice to an exclusive representative of its intent to make any change to matters within the scope of representation of the employees represented by the exclusive representative, as provided.</p>		

<p><a href="#">AB 2916</a> <a href="#">Bloom</a></p>	<p>Introduced 2/21/2020</p>	<p>Assembly Dead</p>	<p><b>Homelessness plan of action.</b> Would enact the Homelessness Plan of Action Act, which requires all local agencies, as defined, to adopt and submit to the Department of Housing and Community Development, by January 1, 2022, a homelessness plan of action that includes specified information, including, among other things, information regarding surplus land that could be used to develop homeless shelters, assisted living units, and affordable housing. The bill would require a local agency to update and submit, to the department, the plan at least once every 4 years thereafter by January 1. The bill would require the department, in consultation with any state agency the department may choose, to review and provide recommendations on improvements to each local agency's homelessness plan of action within 120 days of receiving an action plan, as provided.</p>		
<p><a href="#">AB 2919</a> <a href="#">Chiu</a></p>	<p>Introduced 2/21/2020</p>	<p>Assembly Dead</p>	<p><b>Pedestrian safety.</b> Current law makes various provisions relating to pedestrian safety, including requiring the driver of a vehicle to yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as specified. This bill would make technical, nonsubstantive changes to those provisions.</p>		
<p><a href="#">AB 2995</a> <a href="#">Chiu</a></p>	<p>Amended 5/4/2020</p>	<p>Assembly Dead</p>	<p><b>San Francisco Area Water Emergency Transportation Authority.</b> Would specify that the San Francisco Bay Area Water Emergency Transportation Authority has exclusive authority, rather than authority and control, over public transportation ferries within the San Francisco Bay area region. The bill would expand the definition of "public transportation ferries" to also include ferryboats landed at any facility operated, sponsored, funded, or subsidized by any public agency, but would exclude sightseeing ferries and ferries that do not provide point-to-point service from that definition.</p>		
<p><a href="#">AB 3040</a> <a href="#">Chiu</a></p>	<p>Amended 7/28/2020</p>	<p>Senate Dead</p>	<p><b>Local planning: regional housing need assessment.</b> The Planning and Zoning Law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. This bill would authorize a city or county to include in its inventory of land suitable for residential development specified sites that contain an existing single-family dwelling unit, but that the city or county has permitted, or is proposing to permit, to contain 4 dwelling units as a use by right.</p>	<p>Support and Seek Amendments</p>	<p>Support</p>

<p><a href="#">AB 3041</a> <a href="#">Low</a></p>	<p>Introduced 2/21/2020</p>	<p>Assembly Dead</p>	<p><b>Peer-to-peer car sharing.</b> Current law prohibits an insurer from classifying a private passenger motor vehicle as a commercial vehicle, for-hire vehicle, permissive use vehicle, or livery solely because its owner allows it to be shared if specified criteria are met. Current law requires a personal vehicle sharing program to provide insurance coverage for the vehicle and driver that is equal to or greater than the coverage maintained by the vehicle owner, but no less than 3 times the minimum coverage amounts for private passenger vehicles. This bill would repeal the above insurance coverage requirement and would instead require a peer-to-peer car sharing program to assume the liability for a loss during the sharing period in an amount not less than the minimum coverage amounts for private passenger vehicles.</p>		
<p><a href="#">AB 3085</a> <a href="#">Limón</a></p>	<p>Introduced 2/21/2020</p>	<p>Assembly Dead</p>	<p><b>Wildfire prone areas.</b> Current law requires the Director of Forestry and Fire Protection to identify areas in the state as very high fire hazard severity zones pursuant to a specified criteria. Current law requires a local agency, as defined, to designate very high fire hazard severity zones, as specified. This bill would state the intent of the Legislature to enact legislation relating to housing in wildfire prone areas.</p>		
<p><a href="#">AB 3088</a> <a href="#">Chiu</a></p>	<p>Enrollment 8/31/2020</p>	<p>Assembly Chaptered</p>	<p><b>Tenancy: rental payment default: mortgage forbearance: state of emergency: COVID-19.</b> Current law prescribes various requirements to be satisfied before the exercise of a power of sale under a mortgage or deed of trust. Current law requires that a notice of default and a notice of sale be recorded and that specified periods of time elapse between the recording and the sale. Current law establishes certain requirements in connection with foreclosures on mortgages and deeds of trust, including restrictions on the actions mortgage servicers may take while a borrower is attempting to secure a loan modification or has submitted a loan modification application. Existing law applies certain of those requirements only to a first lien mortgage or deed of trust that is secured by owner-occupied residential real property containing no more than four dwelling units. This bill, the Tenant, Homeowner, and Small Landlord Relief and Stabilization Act of 2020, would, among other things, until January 1, 2023, additionally apply those protections to a first lien mortgage or deed of trust that is secured by residential real property that is occupied by a tenant, contains no more than four dwelling units, and meets certain criteria, including that a tenant occupying the property is unable to pay rent due to a reduction in income resulting from the novel coronavirus.</p>		

<p><a href="#">AB 3107</a> <a href="#">Bloom</a></p>	<p>Amended 7/21/2020</p>	<p>Senate Dead</p>	<p><b>Planning and zoning: commercial zoning: housing development.</b> The Planning and Zoning 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 housing development be an authorized use on a site designated in any local agency's zoning code for commercial uses if certain conditions apply. Among these conditions, the bill would require that the housing development be subject to a recorded deed restriction requiring that at least 20% of the units have an affordable housing cost or affordable rent for lower income households, as those terms are defined, and located on a site that satisfies specified criteria.</p>		
<p><a href="#">AB 3116</a> <a href="#">Irwin</a></p>	<p>Amended 5/12/2020</p>	<p>Assembly Dead</p>	<p><b>Mobility devices: personal information.</b> Would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent.</p>		
<p><a href="#">AB 3144</a> <a href="#">Grayson</a></p>	<p>Introduced 2/21/2020</p>	<p>Assembly Dead</p>	<p><b>Housing Cost Reduction Incentive Program.</b> 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.</p>		



<p><a href="#">AB 3145</a> <a href="#">Grayson</a></p>	<p>Introduced 2/21/2020</p>	<p>Assembly Dead</p>	<p><b>Local government: housing development projects: fees and exactions cap.</b> Would prohibit a city or county from imposing a specified fee or exaction if the total dollar amount of the fees and exactions that a city or county would impose on a proposed housing development is greater than 12 percent of the city's or county's median home price unless approved by the Department of Housing and Community Development. The bill would authorize a city or county to seek approval from the department to impose a fee or an exaction that would result in the total dollar amount of fees and exactions exceeding that limitation by making a specified finding and submitting a completed application for a waiver.</p>		
<p><a href="#">AB 3146</a> <a href="#">Bonta</a></p>	<p>Introduced 2/21/2020</p>	<p>Assembly Dead</p>	<p><b>Housing data: collection and reporting.</b> The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. 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 that includes, among other specified information, the number of net new units of housing that have been issued a completed entitlement, a building permit, or a certificate of occupancy, thus far in the housing element cycle, as provided. This bill would require a planning agency to include in that annual report specified additional information regarding housing development projects located within the jurisdiction, and information related to local requirements or incentives for proposed housing development projects, as provided, thereby imposing a state-mandated local program.</p>		
<p><a href="#">AB 3147</a> <a href="#">Gabriel</a></p>	<p>Introduced 2/21/2020</p>	<p>Assembly Dead</p>	<p><b>Fees for development projects.</b> Would require a judicial action or proceeding to be conducted in accordance with other procedures that, among other things, require a protest to be filed within 90 days after the imposition of the fees and an action to attack, review, set aside, void, or annul the imposition of the fees to be filed within 180 days after delivery of a specified notice by the local agency. The bill would require revenues in excess of actual cost to be used to reimburse the payor of the fee or service charge.</p>		

<p><a href="#">AB 3148</a> <a href="#">Chiu</a></p>	<p>Introduced 2/21/2020</p>	<p>Assembly Dead</p>	<p><b>Planning and zoning: density bonuses: affordable housing: fee reductions.</b> Would require a city, county, special district, water corporation, utility, or other local agency, except a school district, to reduce an impact fee or other charges imposed on the construction of a deed restricted affordable housing unit that is built pursuant to a density bonus, to amounts that are, depending on the affordability restriction on the unit, a specified percentage of the impact fee or other charge that would be imposed on a market rate unit within the development. The bill would exempt from these provisions units that are required to be affordable pursuant to a local inclusionary housing ordinance. The bill would define "impact fee" for purposes of these provisions. By imposing requirements on local agencies with respect to density bonuses, this bill would impose a state-mandated local program.</p>		
<p><a href="#">AB 3149</a> <a href="#">Gloria</a></p>	<p>Amended 5/4/2020</p>	<p>Assembly Dead</p>	<p><b>Mitigation Fee Act: fees: notice: publicly available data.</b> The Mitigation Fee Act requires the local agency to make available to the public, at least 10 days prior to the meeting, the data indicating the amount of cost, or estimated cost, required to provide the service for which the fee or service charge is levied and the revenue sources anticipated to provide the service, as specified. The act also authorizes the local agency to provide notice via electronic notification to those who specifically request it, and authorizes the legislative body of a local agency to establish a reasonable annual charge for sending notices based on the estimated cost of providing the service. The act authorizes any party to protest the imposition of a fee, dedication, reservation, or other exactions imposed on a development project within 90 or 120 days of the imposition of the fee, as applicable, and specifies procedures for those protests and actions. The act imposes the same requirements on a local agency for a new or increased fee for public facilities. This bill would increase, for fees and service charges and for fees for specified public facilities, the time for mailing the notice of the time and place of the meeting to at least 45 days before the meeting</p>		

<p><a href="#">AB 3155</a> <a href="#">Rivas, Robert</a></p>	<p>Amended 5/22/2020</p>	<p>Assembly Dead</p>	<p><b>Subdivision Map Act: streamlined approval process: subdivisions.</b> Current law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards including among others, that the development proponent commit to record a land use restriction or covenant providing that any lower or moderate-income housing units remain available at affordable housing costs or rent, as specified. This bill would exempt a project from the objective planning standard described above, if the project involves the subdivision of a parcel for 10 or fewer units and is not a part of a larger project involving more than 10 units, the project is not a public work, as defined, and the project satisfies the requirements of any applicable inclusionary housing ordinance of the local government, as specified.</p>		
<p><a href="#">AB 3157</a> <a href="#">Berman</a></p>	<p>Introduced 2/21/2020</p>	<p>Assembly Dead</p>	<p><b>Department of Housing and Community Development: regional housing need allocation: low-income community college students.</b> Would require that the Department of Housing and Community Development's recommendations for an improved regional housing need allocation process and methodology additionally promote and streamline the developing of housing for low-income community college students.</p>		
<p><a href="#">AB 3182</a> <a href="#">Ting</a></p>	<p>Enrolled 9/4/2020</p>	<p>Assembly Enrollment</p>	<p><b>Housing: governing documents: rental or leasing of separate interests: accessory dwelling units.</b> Current law permits an owner of a separate interest of a common interest development, despite the above provision, to expressly consent to be subject to a governing document or an amendment to a governing document that prohibits the rental or leasing of any of the separate interests in the common interest development to a renter, lessee, or tenant. Current law makes these provisions applicable only to a provision in a governing document or a provision in an amendment to a governing document that became effective on or after January 1, 2012. This bill would delete the provision limiting the application to governing documents that became effective on or after January 1, 2012, and would also delete the provision authorizing an owner to expressly consent to be subject to a prohibition on renting or leasing of the owner's separate interest. The bill would provide that an owner of a separate interest in a common interest development is not subject to a provision in a governing document or an amendment to a governing document that prohibits, has the effect of prohibiting, or unreasonably restricts the rental or leasing of any of the separate interests, accessory dwelling units, or junior accessory dwelling units in that common interest development to a renter, lessee, or tenant.</p>		

<p><a href="#">AB 3205</a> <a href="#">Salas</a></p>	<p>Amended 5/19/2020</p>	<p>Senate Dead</p>	<p><b>Regions Rise Grant Program.</b> Would establish the Regions Rise Grant Program within the Governor’s Office of Business and Economic Development for the purpose of supporting inclusive, cross-jurisdictional, and innovative processes that lead to inclusive strategies to address barriers and challenges confronting communities in creating economic prosperity for all. The bill would define “region” as a geographic area comprised of one or more counties and cities that form a functional economy.</p>		
<p><a href="#">AB 3209</a> <a href="#">Aguiar-Curry</a></p>	<p>Amended 3/12/2020</p>	<p>Assembly Dead</p>	<p><b>Local alternative transportation improvement program: County of Napa.</b> Would, for state transportation facilities at the intersection of State Route 29 and State Route 221 in the County of Napa that are no longer planned to be constructed, authorize the transportation planning agency having jurisdiction over the facilities, acting jointly with the County of Napa, to develop and file with the California Transportation Commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the county. The bill would give the commission the final authority regarding the content and approval of the local alternative, and would prohibit the commission from approving the local alternative if it is submitted after July 1, 2022.</p>		
<p><a href="#">AB 3256</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a></p>	<p>Amended 6/4/2020</p>	<p>Assembly Dead</p>	<p><b>Economic Recovery, Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.</b> Would enact the Economic Recovery, Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$6,980,000,000 pursuant to the State General Obligation Bond Law to finance projects for an economic recovery, wildfire prevention, safe drinking water, drought preparation, and flood protection program.</p>		
<p><a href="#">AB 3269</a> <a href="#">Chiu</a></p>	<p>Amended 7/2/2020</p>	<p>Senate Dead</p>	<p><b>State and local agencies: homelessness plan.</b> Would, upon appropriation by the Legislature or upon receiving technical assistance offered by the federal Department of Housing and Urban Development (HUD), if available, require the coordinating council to conduct, or contract with an entity to conduct, a statewide needs and gaps analysis to, among other things, identify state programs that provide housing or services to persons experiencing homelessness and create a financial model that will assess certain investment needs for the purpose of moving persons experiencing homelessness into permanent housing.</p>		

<p><a href="#">AB 3300</a> <a href="#">Santiago</a></p>	<p>Amended 6/4/2020</p>	<p>Senate Dead</p>	<p><b>Homelessness: California Access to Housing and Services Act.</b> By executive order, the Governor required the Department of Finance to establish the California Access to Housing and Services Fund, administered by the State Department of Social Services, to provide funding for additional affordable housing units, providing rental and operating subsidies, and stabilizing board and care homes. This bill, the California Access to Housing and Services Act, would establish the California Access to Housing and Services Fund in the State Treasury and continuously appropriate moneys in the fund solely for the purpose of implementing and administering the bill's provisions.</p>		
<p><a href="#">AB 3308</a> <a href="#">Gabriel</a></p>	<p>Enrolled 9/4/2020</p>	<p>Assembly Enrollment</p>	<p><b>School districts: employee housing.</b> Would specify that the state policy created by the Teacher Housing Act of 2016 includes permitting school districts to restrict occupancy on land owned by school districts to teachers and school district employees of the school district that owns the land, including permitting school districts and developers in receipt of tax credits designated for affordable rental housing to retain the right to prioritize and restrict occupancy on land owned by school districts to teachers and school district employees of the school district that owns the land, so long as that housing does not violate any other applicable laws. The bill would specify that a school district may allow local public employees or other members of the public to occupy housing created through the act, and would provide that the school district retains the right to prioritize school district employees over local public employees or other members of the public to occupy housing.</p>		
<p><a href="#">AB 3335</a> <a href="#">Friedman</a></p>	<p>Introduced 2/21/2020</p>	<p>Assembly Dead</p>	<p><b>California Environmental Quality Act: transit priority projects.</b> CEQA provides for limited CEQA review or exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.</p>		

<p><a href="#">AB 3352</a> <a href="#">Friedman</a></p>	<p>Amended 5/12/2020</p>	<p>Senate Dead</p>	<p><b>State Housing Law: enforcement response to complaints.</b> Current law deems a building, portion of a building, or premises on which a building is located to be a substandard building if any one of specified conditions exists to the extent that it endangers the life, limb, health, property, safety, or welfare of the public or its occupants. Current law deems a building, portion of a building, or premises on which a building is located to be in violation of the State Housing Law if it contains lead hazards, as specified, that are likely to endanger the health of the public or the occupants. This bill would, beginning July 1, 2021, require a city or county that receives a complaint of a substandard building or a lead hazard violation, as described above, from a tenant, resident, or occupant, or an agent of a tenant, resident, or occupant, to inspect the building, portion of the building intended for human occupancy, or premises of the building, cite the lead hazard violations or the building, portion of the building intended for human occupancy, or premises on which the building is located as being substandard, as applicable, and provide free copies of the inspection report and citations issued, if any, to the tenant, resident, occupant, or agent, and to all potentially affected tenants, residents, occupants, or the agents of those individuals, as specified.</p>		
<p><a href="#">SB 127</a> <a href="#">Wiener</a></p>	<p>Vetoed 10/12/2019</p>	<p>Senate Vetoed</p>	<p><b>Transportation funding: active transportation: complete streets.</b> Current law requires the Department of Transportation, in consultation with the California Transportation Commission, to prepare an asset management plan to guide selection of projects for the State Highway Operation and Protection Program consistent with any applicable state and federal requirements. Current law requires the commission, in connection with the asset management plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the asset management plan to prescribe a process for community input and complete streets implementation to prioritize the implementation of safe and connected facilities for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program projects, as specified.</p>		
<p><a href="#">SB 146</a> <a href="#">Beall</a></p>	<p>Enrollment 9/9/2020</p>	<p>Senate Enrolled</p>	<p><b>Regional transportation plans: sustainable communities strategies: procedural requirements.</b> Would, until January 1, 2023, recharacterize the workshops as public engagement gatherings and would authorize these informational meetings, public engagement gatherings, and public hearings to be conducted by electronic means if a call-in telephonic option is also provided and the meeting is not required to be conducted pursuant to the Ralph M. Brown Act. The bill, until January 1, 2023, would make other related changes.</p>	<p>Support</p>	<p>Support</p>

<p><a href="#">SB 182</a> <a href="#">Jackson</a></p>	<p>Enrollment 9/8/2020</p>	<p>Senate Enrolled</p>	<p><b>Local government: planning and zoning: wildfires.</b> 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 June 1, 2022, 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.</p>		
<p><a href="#">SB 254</a> <a href="#">Hertzberg</a></p>	<p>Amended 7/27/2020</p>	<p>Assembly Dead</p>	<p><b>Personal income taxes: corporation taxes: transfer of tax losses.</b> Would allow a taxpayer under either the Personal Income Tax Law or the Corporation Tax Law to transfer any tax loss, as defined, to an unrelated party, as provided. The bill, for taxable years beginning on or after January 1, 2021, and before January 1, 2026, would provide for an additional exclusion from the taxpayer's "gross income" under both of those laws any amount received by a taxpayer in exchange for a tax loss transferred under this bill if the taxpayer invests that amount in an affordable housing project or a corporation, partnership, or limited liability company that is engaged in providing affordable housing, as provided, within 180 days of receipt. The bill would authorize the Franchise Tax Board to adopt regulations to implement these provisions and exempt those regulations from the rulemaking provisions of the Administrative Procedure Act.</p>		<p>Support and Seek Amendments</p>

<p><a href="#">SB 288</a> <a href="#">Wiener</a></p>	<p>Enrolled 9/4/2020</p>	<p>Senate Enrollment</p>	<p><b>California Environmental Quality Act: exemptions: transportation-related projects.</b> CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes already in use, as specified. This bill would further exempt from the requirements of CEQA certain projects, including projects for the institution or increase of new bus rapid transit, bus, or light rail services on public rail or highway rights-of-way, as specified, whether or not the right-of-way is in use for public mass transit, as specified, and projects for the designation and conversion of general purpose lanes, high-occupancy toll lanes, high-occupancy vehicle lanes, or highway shoulders, as specified. The bill would additionally exempt transit prioritization projects, projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians, projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses, projects carried out by a city or county to reduce minimum parking requirements, and projects for pedestrian and bicycle facilities.</p>	<p>Support</p>	
<p><a href="#">SB 356</a> <a href="#">McGuire</a></p>	<p>Amended 8/19/2019</p>	<p>Assembly Dead</p>	<p><b>Sonoma-Marin Area Rail Transit District.</b> Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marin Area Rail Transit District, which is governed by a 12-member board of directors, with specified duties and powers. Existing law requires the district to work with specified authorities, including the North Coast Railroad Authority, to achieve a safe, efficient, and compatible system of passenger and freight rail service and authorizes the district to, among other things, provide a rail transit system for the provision of freight service by rail. This bill would give the board of governors of the district the duty and power to, among other things, own, operate, manage, and maintain a freight rail system within the district and fix rates, rentals, charges, and classifications of freight service operated by the district. The bill would also give the board of governors of the district the duty and power to consider potential alternatives to help address the housing needs of current and future employees.</p>		



<p><a href="#">SB 474</a> <a href="#">Stern</a></p>	<p>Amended 6/19/2020</p>	<p>Assembly Dead</p>	<p><b>Very high fire hazard severity zone: state responsibility area: development prohibition.</b> Would, in furtherance of specified state housing production and wildfire mitigation goals, prohibit the creation or approval of a new development, as defined, in a very high fire hazard severity zone or a state responsibility area. By imposing new duties on local governments with respect to the approval of new developments in very high fire hazard severity zones and state responsibility areas, this bill would impose a state-mandated local program. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</p>		
<p><a href="#">SB 592</a> <a href="#">Wiener</a></p>	<p>Enrollment 9/9/2020</p>	<p>Senate Enrolled</p>	<p><b>Jury service.</b> The Trial Jury Selection and Management Act requires all persons be selected for jury service at random and from sources inclusive of a representative cross section of the population of the area served by the court. The act specifies that the list of registered voters and list of licensed drivers and identification cardholders who are resident within the area served by the court are appropriate source lists for the selection of jurors, and further specifies that these 2 source lists, when substantially purged of duplicate names, are considered inclusive of a representative cross section of the population. This bill would deem the list of resident state tax filers as an appropriate source list for selection of jurors, and beginning on January 1, 2022, would deem the list of resident state tax filers, when substantially purged of duplicate names, to be considered inclusive of a representative cross section of the population, along with the two source lists described above.</p>		
<p><a href="#">SB 621</a> <a href="#">Glazer</a></p>	<p>Amended 6/17/2019</p>	<p>Assembly Dead</p>	<p><b>California Environmental Quality Act: expedited judicial review: affordable housing projects: reports.</b> Would require the Judicial Council, by July 1, 2020, to adopt a rule of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification of an environmental impact report for an affordable housing project, as defined, or the granting of an approval of an affordable housing project that requires the action or proceeding, including any potential appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceeding with the court. The bill would provide that these provisions do not apply to an affordable housing project if it is in certain locations.</p>		

<p><a href="#">SB 664</a> <a href="#">Allen</a></p>	<p>Amended 9/10/2019</p>	<p>Assembly Dead</p>	<p><b>Electronic toll and transit fare collection systems.</b> Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities.</p>	<p>Support</p>	
<p><a href="#">SB 757</a> <a href="#">Allen</a></p>	<p>Enrollment 9/8/2020</p>	<p>Senate Enrolled</p>	<p><b>California Environmental Quality Act: environmental leadership projects: fixed guideway.</b> The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 (leadership act) authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements, including certain labor-related requirements, for streamlining benefits provided by the leadership act related to compliance with CEQA and streamlining of judicial review of action taken by a public agency to require a judicial action to be resolved within 270 days of the filing of the certified record of proceedings with the court. The leadership act provides that if a lead agency fails to approve a project certified by the Governor before January 1, 2021, the certification expires and is no longer valid. The leadership act requires a lead agency to prepare the record of proceedings for the certified project concurrent with the preparation of the environmental documents. The leadership act is repealed by its own terms on January 1, 2021. This bill would additionally include projects to construct a fixed guideway, as defined, and related fixed facilities meeting certain conditions as projects that are eligible for certification by the Governor under the leadership act. The bill would provide that the certification by the Governor expires if the lead agency fails to approve the project by January 1, 2024.</p>		

<p><a href="#">SB 773</a> <a href="#">Skinner</a></p>	<p>Amended 7/27/2020</p>	<p>Assembly Dead</p>	<p><b>Emergencies: State 911 Advisory Board.</b> The Warren-911-Emergency Assistance Act establishes the State 911 Advisory Board to advise the Office of Emergency Services on specified subjects relating to the state's 911 emergency telephone response system and to conduct specified hearings on a final plan on implementation. This bill, commencing on June 1, 2021, would revise membership on the advisory board by (1) reducing one representative appointed on the recommendation of the California Police Chiefs Association, one representative appointed on the recommendation of the California State Sheriffs' Association, and one representative appointed on the recommendation of the CalNENA Executive Board, except that any member in those categories whose term began before June 1, 2021, may serve out their term as set forth in existing law at the pleasure of the Governor, and (2) adding one representative of the California Welfare Directors Association, one county public guardian, and one county mental health professional, all 3 of whom will serve at the pleasure of the Governor, as specified.</p>		
<p><a href="#">SB 895</a> <a href="#">Archuleta</a></p>	<p>Enrolled 9/4/2020</p>	<p>Senate Enrollment</p>	<p><b>Energy: zero-emission fuel, infrastructure, and transportation technologies.</b> Current law requires the State Energy Resources Conservation and Development Commission, within the limits of available funds, to provide technical assistance and support for the development of petroleum diesel fuels that are as clean or cleaner than alternative clean fuels and clean diesel engines. This bill would instead require the commission, within the limits of available funds, to provide technical assistance and support for the development of zero-emission fuels, zero-emission fueling infrastructure, and zero-emission fuel transportation technologies.</p>		
<p><a href="#">SB 899</a> <a href="#">Wiener</a></p>	<p>Amended 8/3/2020</p>	<p>Assembly Dead</p>	<p><b>Planning and zoning: housing development: higher education institutions and religious institutions.</b> Would require that a housing development project be a use by right upon the request of an independent institution of higher education or religious institution that partners with a qualified developer on any land owned in fee simple by the applicant on or before January 1, 2020, if the development satisfies specified criteria. The bill would define various terms for these purposes. Among other things, the bill would require that 100% of the units, exclusive of manager units, in a housing development project eligible for approval as a use by right under these provisions be affordable to lower income households, except that 20% of the units may be for moderate-income households, provided that all the units are provided at affordable rent or affordable housing cost, as specified. The bill would authorize the development to include ancillary uses on the ground floor of the development, as specified.</p>		

<a href="#">SB 902</a> <a href="#">Wiener</a>	Amended 5/21/2020	Assembly Dead	<b>Planning and zoning: housing development: density.</b> Would authorize a local government to pass an ordinance, notwithstanding any local restrictions on adopting zoning ordinances, to zone any parcel for up to 10 units of residential density per parcel, at a height specified by the local government in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria.	Support	Support
<a href="#">SB 906</a> <a href="#">Skinner</a>	Introduced 2/3/2020	Senate Dead	<b>Housing: joint living and work quarters and occupied substandard buildings or units.</b> Current law permits a city or county to adopt alternative building regulations for the complete or partial conversion of commercial or industrial buildings to joint living and work quarters. Current law defines a joint living and work quarter as residential occupancy by a family or not more than 4 unrelated persons maintaining a common household of one or more rooms or floors in a building originally designed for industrial or commercial occupancy, as specified. This bill would redefine joint living and work quarters to mean residential occupancy by a group of persons, whether those persons are related or unrelated.		
<a href="#">SB 945</a> <a href="#">Beall</a>	Introduced 2/10/2020	Senate Dead	<b>Rules of the road: Dutch Reach method.</b> Would require the Department of Motor Vehicles to include in its California Driver Handbook publication information advising drivers on the Dutch Reach method, as defined, when opening a vehicle door after parallel parking the vehicle. The bill would also require the department to include test questions regarding driving safely in the presence of bicycles in the question pool used for the written portion of the driver's license examination. The bill would permit one of those questions to be a question regarding the Dutch Reach method.		
<a href="#">SB 986</a> <a href="#">Allen</a>	Introduced 2/12/2020	Senate Dead	<b>Coastal resources: new development: greenhouse gas emissions.</b> The California Coastal Act of 1976 regulates development, as defined, in the coastal zone, as defined, and requires that new development comply with specified requirements, including, among other things, requirements intended to minimize the adverse environmental impacts of the new development, minimize energy consumption and vehicle miles traveled, and, where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses. This bill would additionally require that new development minimize greenhouse gas emissions.		

<p><a href="#">SB 992</a> <a href="#">Beall</a></p>	<p>Introduced 2/12/2020</p>	<p>Senate Dead</p>	<p><b>Road Repair and Accountability Act of 2017: reporting website.</b> Would require the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.</p>		
<p><a href="#">SB 995</a> <a href="#">Atkins</a></p>	<p>Amended 8/25/2020</p>	<p>Senate Dead</p>	<p><b>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011: housing projects.</b> 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 (EIR) 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 also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes the preparation of a master EIR and authorizes the use of the master EIR to limit the environmental review of subsequent projects that are described in the master EIR, as specified. This bill would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specified plan for housing projects where the state has provided funding for the preparation of the master EIR.</p>	<p>Support</p>	<p>Support</p>
<p><a href="#">SB 1085</a> <a href="#">Skinner</a></p>	<p>Amended 8/25/2020</p>	<p>Senate Dead</p>	<p><b>Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints.</b> 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, excluding the units added by a density bonus awarded pursuant to the Density Bonus Law or any local law granting a greater density bonus. This bill would require a unit designated to satisfy the inclusionary zoning requirements of a city or county to be included in the total number of units on which a density bonus and the number of incentives or concessions are based. The bill would require a city or county to grant one incentive or concession for a student housing development project that will include at least 20% of the total units for lower income students.</p>		

<p><a href="#">SB 1120</a> <a href="#">Atkins</a></p>	<p>Amended 8/12/2020</p>	<p>Senate Dead</p>	<p><b>Subdivisions: tentative maps.</b> Would, among other things, require a proposed housing development containing 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district.</p>	<p>Support</p>	<p>Support</p>
<p><a href="#">SB 1238</a> <a href="#">Hueso</a></p>	<p>Amended 6/18/2020</p>	<p>Assembly Dead</p>	<p><b>Department of Transportation: highways and roads: recycled plastics study and specifications.</b> Would authorize the Department of Transportation to conduct a study to assess the feasibility, cost effectiveness, and life-cycle environmental benefits of including recycled plastics in asphalt used as a paving material in the construction, maintenance, or rehabilitation of a highway or road. If the department determines that this use of recycled plastics is feasible and that recycled plastics can be included in asphalt in a manner that is cost effective and provides life-cycle environmental benefits, the bill would authorize the department to establish specifications for including recycled plastics in asphalt used as a paving material in the construction, maintenance, and rehabilitation of a highway or road.</p>		
<p><a href="#">SB 1258</a> <a href="#">Stern</a></p>	<p>Introduced 2/21/2020</p>	<p>Senate Dead</p>	<p><b>California Climate Technology and Infrastructure Financing Act.</b> Would enact the California Climate Technology and Infrastructure Financing Act to require the bank, in consultation with specified agencies to administer the Climate Catalyst Revolving Fund, which the bill would establish to provide financial assistance to eligible climate catalyst projects, as defined.</p>		

<p><a href="#">SB 1273</a> <a href="#">Pan</a></p>	<p>Amended 3/25/2020</p>	<p>Senate Dead</p>	<p><b>Commute benefit policies: Sacramento Regional Transit District: Sacramento Metropolitan Air Quality Management District.</b> Current law authorizes the formation of the Sacramento Regional Transit District with various powers and duties with respect to transportation planning, programming, construction, and operations. Current law creates the Sacramento Metropolitan Air Quality Management District, which has primary responsibility for the development, implementation, monitoring, and enforcement of air pollution control strategies, clean fuels programs, and motor vehicle use reduction measures for the County of Sacramento. This bill would authorize the districts, in consultation with the Sacramento Area Council of Governments, to jointly adopt, and revise as necessary to meet the region's changing transportation needs, a commute benefit ordinance that, at minimum, requires covered employers, as defined, operating within the area of the County of Sacramento that is common to the service areas of the districts to offer certain employees commute benefits, as specified, except that the bill would prohibit the ordinance from affecting employers covered by certain Sacramento Metropolitan Air Quality Management District rules or regulations.</p>		
<p><a href="#">SB 1291</a> Committee on Transportation</p>	<p>Enrolled 9/4/2020</p>	<p>Senate Enrollment</p>	<p><b>Federal Statewide Transportation Improvement Program: submissions.</b> Current law requires each metropolitan planning organization and transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the Department of Transportation for incorporation into the Federal Statewide Transportation Improvement Program, which current law requires the department to submit to the United States Secretary of Transportation by not later than December 1 of each even-numbered year. This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the department, and the department is not required to submit the Federal Statewide Transportation Improvement Program to the secretary, for 2020.</p>		

<p><a href="#"><b>SB 1320</b></a> <a href="#">Stern</a></p>	<p>Enrolled 9/4/2020</p>	<p>Senate Enrollment</p>	<p><b>Climate change: California Climate Change Assessment.</b> Would require the Office of Planning and Research, through the Integrated Climate Adaptation and Resiliency Program, to develop the California Climate Change Assessment, in coordination with the Natural Resources Agency, the State Energy Resources Conservation and Development Commission, and the Strategic Growth Council, and in consultation with partner public agencies designated by the office. The bill would require the office to complete the assessment no less frequently than every 5 years. The bill would require the assessment to provide an integrated suite of products that report the impacts and risks of climate change, based on the best available science, and identify potential solutions to inform legislative policy, as provided.</p>		
<p><a href="#"><b>SB 1349</b></a> <a href="#">Glazer</a></p>	<p>Enrolled 8/31/2020</p>	<p>Senate Enrolled</p>	<p><b>Transactions and use taxes: County of Contra Costa.</b> The San Francisco Bay Area Rapid Transit District Act creates the San Francisco Bay Area Rapid Transit District, which comprises a territory that includes the County of Contra Costa, and, among other things, authorizes the board of directors of the district to impose transactions and use taxes in conformity with the Transactions and Use Tax Law for specified purposes, subject to periodic legislative review and amendment, as provided. This bill would provide that, notwithstanding the combined rate limit under the Transactions and Use Tax Law, neither a transaction and use tax rate imposed in the County of Contra Costa by the transportation authority under the above-described authority nor a transactions and use tax rate imposed by the San Francisco Bay Area Rapid Transit District, as specified, will be considered for purposes of that combined rate limit within the County of Contra Costa.</p>		
<p><a href="#"><b>SB 1351</b></a> <a href="#">Beall</a></p>	<p>Enrolled 9/4/2020</p>	<p>Senate Enrollment</p>	<p><b>Transportation improvement fee: revenue bonds.</b> Current law requires revenues in the Road Maintenance and Rehabilitation Account to be annually allocated by first making specified deductions for various specified purposes and then continuously appropriating the remaining revenues in the account 50% for allocation to the Department of Transportation for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. This bill would create the Transportation Improvement Fee Subaccount in the Road Maintenance and Rehabilitation Account and would transfer the revenues from the transportation improvement fee that are deposited in the Road Maintenance and Rehabilitation Account to the subaccount. The bill would continuously appropriate the revenues in the subaccount to the department and cities and counties as part of the same appropriation made to those entities from the Road Maintenance and Rehabilitation Account.</p>		



<p><a href="#">SB 1363</a> <a href="#">Allen</a></p>	<p>Introduced 2/21/2020</p>	<p>Senate Dead</p>	<p><b>Regional transportation plans: sustainable communities strategies: greenhouse gas emissions and vehicle miles traveled reduction targets.</b> Would also require the State Air Resources Board to provide, no later than December 31, 2022, each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050, and with vehicle miles traveled reduction targets for 2035, 2045, and 2050, and to release, no later than September 30, 2022, a draft of those targets, as specified.</p>		
<p><a href="#">SB 1385</a> <a href="#">Caballero</a></p>	<p>Amended 7/29/2020</p>	<p>Assembly Dead</p>	<p><b>Local planning: housing: commercial zones.</b> 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. 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.</p>		
<p><a href="#">SB 1408</a> <a href="#">Dodd</a></p>	<p>Introduced 2/21/2020</p>	<p>Senate Dead</p>	<p><b>State Route 37 Toll Bridge Act.</b> The California Toll Bridge Authority Act makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. This bill would require an unspecified authority, on behalf of the state, to operate and maintain tolling infrastructure, including by installing toll facilities, and charge and collect tolls for the use of the Sonoma Creek Bridge, and to be responsible for the design and construction of improvements on the bridge and a segment of State Route 37 between its intersections with Route 121 in the County of Sonoma and Walnut Avenue in the County of Solano in accordance with programming and scheduling requirements adopted by the authority.</p>		

<a href="#">SB 1410</a> <a href="#">Caballero</a>	Amended 8/5/2020	Assembly Dead	<b>COVID-19 emergency: tenancies.</b> Would authorize an owner of real property and a tenant to sign and execute a tenant-owner COVID-19 eviction relief agreement that, during a state of emergency related to the COVID-19 pandemic, and unspecified additional days, would allow the tenant to defer the tenant's unpaid rent, and would prohibit the owner from serving a notice terminating the tenancy or filing a complaint for unlawful detainer for that unpaid rent or during the state of emergency, unless an exception applies. The agreement would require the tenant to repay the unpaid rent to the state as installments in accordance with a specified repayment schedule, or ahead of the repayment schedule, during taxable years beginning on or after January 1, 2024, and before January 1, 2034.		
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**California State Legislative Calendar 2020 – Revised May 6, 2020**

<p><b>January</b></p> <p>1 Statutes take effect</p> <p>6 Legislature reconvenes</p> <p>10 10 Budget must be submitted by Governor (Art. IV, Sec. 12(a))</p> <p>17 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house in the odd-numbered year</p> <p>20 Martin Luther King, Jr. Day</p> <p>24 Last day for any committee to hear and report to the floor bills introduced in that house in the odd-numbered year. (J.R. 61(b)(2)). Last day to submit bill requests to the Office of Legislative Counsel.</p> <p>31 Last day for each house to pass bills introduced in that house in the odd-numbered year (J.R. 61(b)(3)) (Art. IV, Sec. 10(c)).</p>	<p><b>June</b></p> <p>5 Last day for Senate policy committees to hear and report to the floor non-fiscal bills and deadline for Assembly fiscal committees</p> <p>15 Budget Bill must be passed by midnight</p> <p>15-19 Assembly Floor Session only</p> <p>19 Last day for Senate fiscal committees to hear and report to the floor bills introduced in their house. Last day for Assembly to pass bills introduced in that house. Assembly recess begins upon adjournment.</p> <p>22-26 Senate Floor session only</p> <p>25 Last day for a legislative measure to qualify for the Nov. 3 General Election ballot (Elections Code Sec. 9040).</p> <p>26 Last day for Senate to pass bills introduced in that house</p>
<p><b>February</b></p> <p>17 Presidents' Day</p> <p>21 Last day for bills to be introduced</p>	<p><b>July</b></p> <p>2 Summer Recess begins upon adjournment of session, provided Budget Bill has been passed</p> <p>3 Independence Day observed</p> <p>13 Legislature reconvenes from summer recess</p> <p>31 Last day for policy committees to hear and report fiscal bills to fiscal committees</p> <p><b>August</b></p> <p>7 Last day for policy committees to meet and report bills</p> <p>14 Last day for fiscal committees to meet and report bills to the floor</p> <p>17-31 Floor session only. No committee may meet for any purpose, except Rules Committee.</p> <p>21 Last day to amend a bill on the floor</p> <p>31 Last day for any bill to be passed except bills that take effect immediately or bills in Extraordinary session. Final Recess begins upon adjournment.</p>
<p><b>March</b></p> <p>16 Legislature in recess</p> <p>27 Cesar Chavez Day observed</p>	<p><b>September</b></p> <p>7 Labor Day</p> <p>30 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 1 and in the Governor's possession after Sept. 1</p>
<p><b>April</b></p> <p>2 Spring Recess begins upon adjournment</p> <p>13 Legislature reconvenes from Spring recess</p> <p>24 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house</p>	<p><b>October</b></p> <p>1 Bills enacted on or before this date take effect January 1, 2021.</p>
<p><b>May</b></p> <p>11 Senate reconvenes</p> <p>25 Memorial Day</p> <p>29 Last day for Assembly policy committees to hear and report to fiscal committees bills introduced in their house</p>	<p><b>November</b></p> <p>3 General Election.</p> <p>30 Adjournment sine die at midnight</p>

**116th United States Congress, First Session (Tentative) Calendar\***

<p><b>January</b></p> <p>1 New Year’s Day  3 House and Senate reconvene  4 Senate district work period  21 Martin Luther King, Jr. Day  21-25 House and Senate district work periods</p>	<p><b>July</b></p> <p>1-5 House and Senate district work periods  4 Independence Day  29-31 House district work period</p>
<p><b>February</b></p> <p>4 Deadline for President’s budget submission  18 President’s Day  18-22 House and Senate district work periods</p>	<p><b>August</b></p> <p>1-31 House district work period  5-31 Senate district work period</p>
<p><b>March</b></p> <p>18-22 House and Senate district work periods</p>	<p><b>September</b></p> <p>2 Labor Day  2-6 House and Senate district work periods  30 House and Senate district work periods</p>
<p><b>April</b></p> <p>15 Congressional concurrent resolution budget deadline  15-26 House and Senate district work periods</p>	<p><b>October</b></p> <p>1-11 House and Senate district work periods  14 Columbus Day</p>
<p><b>May</b></p> <p>27 Memorial Day  27-31 House and Senate district work periods</p>	<p><b>November</b></p> <p>1 Fiscal year 2020 begins  1-8 House district work period  11 Veterans’ Day  25-29 House and Senate district work periods  28 Thanksgiving Day</p>
<p><b>June</b></p> <p>30 General deadline for Congressional action on regular appropriations bills and budget reconciliation</p>	<p><b>December</b></p> <p>16-31 House and Senate empty calendar  25 Christmas day</p>

## **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>