



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**LEGISLATIVE HISTORY**  
**MTC and ABAG Priority Bills**  
**February 13, 2020**



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 10</a> <a href="#">Chiu</a>	Amended 8/12/2019	Senate Appropriations Suspense File	<b>Income taxes: credits low-income housing: farmworker housing.</b> Current law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year, and authorizes CTCAC, for calendar years beginning in 2020, to allocate an additional \$500,000,000 to specified low-income housing projects and, for calendar years beginning in 2021, requires this additional amount only to be available for allocation pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC. This bill would remove the requirement that, beginning in the 2021 calendar year, the above-described additional \$500,000,000 allocation only be available pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC.		
<a href="#">AB 69</a> <a href="#">Ting</a>	Amended 6/20/2019	Senate 2 year	<b>Land use: accessory dwelling units.</b> Current law requires the Department of Housing and Community Development to propose building standards to the California Building Standards Commission, and to adopt, amend, or repeal rules and regulations governing, among other things, apartment houses and dwellings, as specified. This bill would require the department to propose small home building standards governing accessory dwelling units smaller than 800 square feet, junior accessory dwelling units, and detached dwelling units smaller than 800 square feet, as specified, and to submit the small home building standards to the California Building Standards Commission for adoption on or before January 1, 2021.	Support	Support

<a href="#">AB 291</a> <a href="#">Chu</a>	Amended 1/23/2020	Senate Rules	<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.		
<a href="#">AB 323</a> <a href="#">Daly</a>	Amended 4/2/2019	Senate Rules	<b>Disaster Preparedness Account.</b> Current law establishes the various funds in the State Treasury, including the Disaster Response-Emergency Operations Account, Disaster Relief Fund, and the Disaster Assistance Fund. This bill would establish the Disaster Preparedness Account in the State Treasury and would provide that funds in the account are available only for specified purposes, for appropriation by the Legislature, upon the Governor's proclamation of a state of emergency, as provided.		
<a href="#">AB 393</a> <a href="#">Nazarian</a>	Amended 5/29/2019	Senate 2 year	<b>Building codes: earthquake safety: functional recovery standard.</b> Would require the California Building Standards Commission, by June 30, 2020, 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, 2021, 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.		Support
<a href="#">AB 429</a> <a href="#">Nazarian</a>	Amended 8/30/2019	Senate 2 year	<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.		Support

<p><a href="#">AB 660</a> <a href="#">Levine</a></p>	<p>Amended 8/12/2019</p>	<p>Senate 2 year</p>	<p><b>Building energy efficiency standards: solar reflectance of roofs.</b> Would require the State Energy Resources Conservation and Development Commission, during one or more of the next 4 triennial code adoption cycles after January 1, 2020, to consider amendments to the roof replacement building standards for alterations to existing low-rise, steep-sloped roof residential buildings with the goal of increasing the value of minimum aged solar reflectance up to 0.40 in the 2031 standard and the goal of expanding the range of climate zones in which minimum aged solar reflectance values are prescribed for those alterations. The bill would require the commission, prior to considering these amendments, to assess whether there is an adequate supply of labor resources and available compliant products in the climate zones for which the commission may consider the amendments.</p>		
<p><a href="#">AB 725</a> <a href="#">Wicks</a></p>	<p>Amended 1/16/2020</p>	<p>Senate Rules</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 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 2 units of housing, but no more than 35 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 2 units of housing, but no more than 35 units per acre of housing.</p>		
<p><a href="#">AB 873</a> <a href="#">Irwin</a></p>	<p>Amended 5/2/2019</p>	<p>Senate 2 year</p>	<p><b>California Consumer Privacy Act of 2018.</b> The California Consumer Privacy Act of 2018 excludes from the definition of personal information consumer information that is deidentified, or aggregate consumer information. This bill would revise the definition of "deidentified" to instead mean information that does not identify, and is not linkable, directly or indirectly, to a particular consumer, provided that the business makes no attempt to reidentify the information and takes reasonable technical and administrative measures designed to ensure that the data is deidentified, publicly commits to maintain and use the data in a deidentified form, and contractually prohibits recipients of the data from trying to reidentify it.</p>		

<a href="#">AB 953</a> <a href="#">Ting</a>	Amended 1/6/2020	Senate Rules	<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>		
<a href="#">AB 992</a> <a href="#">Mullin</a>	Amended 4/22/2019	Senate Rules	<p><b>Open meetings: local agencies: social media.</b> The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That 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 the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.</p>		
<a href="#">AB 1035</a> <a href="#">Mayes</a>	Amended 5/23/2019	Senate 2 year	<p><b>Personal information: data breaches.</b> Would require a person or business, as defined, that owns or licenses computerized data that includes personal information to disclose a breach of the security of the system in the most expedient time possible and without unreasonable delay, but in no case more than 45 days, following discovery or notification of the breach, subject to the legitimate needs of law enforcement, as provided. The bill would make other conforming changes.</p>		
<a href="#">AB 1112</a> <a href="#">Friedman</a>	Amended 6/19/2019	Senate 2 year	<p><b>Shared mobility devices: local regulation.</b> Current law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Current law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided.</p>		

<p><a href="#">AB 1142</a> <a href="#">Friedman</a></p>	<p>Amended 8/12/2019</p>	<p>Senate 2 year</p>	<p><b>Regional transportation plans: transportation network companies.</b> Current law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under current law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Current law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.</p>	<p>Support</p>	
<p><a href="#">AB 1190</a> <a href="#">Irwin</a></p>	<p>Amended 5/1/2019</p>	<p>Senate Rules</p>	<p><b>Unmanned aircraft: state and local regulation: limitations.</b> Would, among other things, prohibit a state or local agency from adopting any law or regulation that bans the operation of an unmanned aircraft system. The bill would also authorize a local agency to adopt regulations to enforce FAA regulations regarding the operation of unmanned aircraft systems and would authorize local agencies to regulate the operation of unmanned aircraft and unmanned aircraft systems within their jurisdictions, as specified. The bill would also authorize a local agency to require an unmanned aircraft operator to provide proof of federal, state, or local registration to licensing or enforcement officials.</p>		

<p><a href="#">AB 1279</a> <a href="#">Bloom</a></p>	<p>Introduced 2/21/2019</p>	<p>Senate 2 year</p>	<p><b>Planning and zoning: housing development: high-resource areas.</b> Would require the department to designate areas in this state as high-resource areas, as provided, by January 1, 2021, and every 5 years thereafter. The bill would authorize a city or county to appeal the designation of an area within its jurisdiction as a high-resource area during that 5-year period. In any area designated as a high-resource area, the bill would require that a housing development project be a use by right, upon the request of a developer, in any high-resource area designated pursuant to be a use by right in certain parts of the high-resource area if those projects meet specified requirements, including specified affordability requirements. For certain development projects where the initial sales price or initial rent exceeds the affordable housing cost or affordable rent to households with incomes equal to or less than 100% of the area median income, the bill would require the applicant agree to pay a fee equal to 10% of the difference between the actual initial sales price or initial rent and the sales price or rent that would be affordable, as provided. The bill would require the city or county to deposit the fee into a separate fund reserved for the construction or preservation of housing with an affordable housing cost or affordable rent to households with a household income less than 50% of the area median income. This bill contains other related provisions and other existing laws.</p>		
<p><a href="#">AB 1286</a> <a href="#">Muratsuchi</a></p>	<p>Amended 6/6/2019</p>	<p>Senate 2 year</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 and would prohibit the provider from including specified provisions 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>Amended 1/15/2020</p>	<p>Senate Rules</p>	<p><b>Free youth transit passes: eligibility for state funding.</b> Would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth 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 1484</a> <a href="#">Grayson</a></p>	<p>Amended 9/6/2019</p>	<p>Senate Rules</p>	<p><b>Mitigation Fee Act: housing developments.</b> The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. This bill would prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the housing impact requirement be roughly proportional in both nature and extent to the impact created by the housing development project.</p>		
<p><a href="#">AB 1580</a> <a href="#">Levine</a></p>	<p>Amended 7/1/2019</p>	<p>Senate 2 year</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 1782</a> <a href="#">Chau</a></p>	<p>Amended 5/24/2019</p>	<p>Senate 2 year</p>	<p><b>Automated license plate recognition information: usage and privacy policy.</b> Current law authorizes the Department of the California Highway Patrol to share automated license plate data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the length of time ALPR information will be retained, and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would delete the requirement that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the retention and destruction information described above, and would instead require those usage and privacy policies to include a procedure to ensure the destruction of all nonanonymized ALPR information no more than 60 days from the date of collection, except as provided.</p>		



<a href="#">AB 1839</a> <a href="#">Bonta</a>	Introduced 1/6/2020	Assembly Print	<b>Climate change: California Green New Deal.</b> Current law establishes various environmental and economic policies. This bill would create the California Green New Deal Council with a specified membership appointed by the Governor. The bill would require the California Green New Deal Council to submit a specified report to the Legislature no later than January 1, 2022. The bill also would make various findings and declarations.		
<a href="#">AB 1905</a> <a href="#">Chiu</a>	Introduced 1/8/2020	Assembly Housing and Community Development	<b>Housing and Homeless Response Fund: personal income taxation: mortgage interest deduction.</b> The Personal Income Tax Law allows various deductions in computing the income that is subject to the taxes imposed by that law, including, in modified conformity with federal income tax laws, a deduction for a limited amount of interest paid on acquisition indebtedness, as defined, with respect to a qualified residence of the taxpayer. Current law limits the aggregate amount treated as acquisition indebtedness for these purposes to \$1,000,000, or \$500,000 in the case of a married individual filing a separate return. Existing law specifies for these purposes that a qualified residence includes the taxpayer's principal residence and one other residence selected by the taxpayer, as provided. This bill, for taxable years beginning on or after January 1, 2020, and with respect to acquisition indebtedness initially incurred by a taxpayer on or after January 1, 2018, would reduce the above-described limit on the aggregate amount treated as acquisition indebtedness from \$1,000,000, or \$500,000 in the case of a married individual filing a separate return, to \$750,000 and \$375,000, respectively.		
<a href="#">AB 1964</a> <a href="#">Frazier</a>	Introduced 1/21/2020	Assembly Transportation	<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.		
<a href="#">AB 1991</a> <a href="#">Friedman</a>	Introduced 1/27/2020	Assembly Transportation	<b>Transit and Intercity Rail Capital Program: passenger tramways.</b> Would expand the purpose of the Transit and Intercity Rail Capital Program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.		



<a href="#">AB 1992</a> <a href="#">Friedman</a>	Introduced 1/27/2020	Assembly Transportation	<b>Transportation: asset management plan: California Transportation Plan: 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, in consultation with the commission, to update the asset management plan on or before December 31, 2022, and for the update to also address the forecasted transportation infrastructure impacts of climate change. The bill would require both the 3rd update to the California Transportation Plan, which is due in 2025, and the Strategic Growth Council's report to include a forecast of the transportation impacts of climate change and measures to address those impacts.		
<a href="#">AB 1997</a> <a href="#">Nazarian</a>	Introduced 1/27/2020	Assembly Housing and Community Development	<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.		
<a href="#">AB 1999</a> <a href="#">Frazier</a>	Introduced 1/27/2020	Assembly Transportation	<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. This bill would repeal that provision.		
<a href="#">AB 2012</a> <a href="#">Chu</a>	Introduced 1/28/2020	Assembly Print	<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.		

<a href="#">AB 2057</a> <a href="#">Chiu</a>	Introduced 2/3/2020	Assembly Print	<p><b>San Francisco Bay area: public transportation.</b> Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would state the intent of the Legislature to later enact legislation relating to public transportation in the 9-county San Francisco Bay area.</p>		
<a href="#">AB 2058</a> <a href="#">Gabriel</a>	Introduced 2/4/2020	Assembly Print	<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 limit the aggregate amount of credit that may be allocated by the committee to \$500,000,000. The bill would require the credits to be reserved on a first-come-first-served basis.</p>		
<a href="#">AB 2063</a> <a href="#">Mullin</a>	Introduced 2/4/2020	Assembly Print	<p><b>Property taxation: welfare exemption: low-income housing.</b> Would require any outstanding qualified ad valorem property tax in excess of the \$20,000,000 limitation, and related interest or penalty, which was levied or imposed on and after January 1, 2019, and before January 1, 2020, with respect to qualified property for which a qualified claim was filed, to be canceled to the extent that the amount canceled does not result in a total assessed value exemption amount in excess of \$100,000,000 being allowed to a qualified taxpayer with respect to a single property or multiple properties for any fiscal year. The bill would, on and after January 1, 2020, prohibit an escape assessment from being levied on qualified property if that amount would be subject to cancellation pursuant to this bill.</p>		
<a href="#">AB 2078</a> <a href="#">Calderon</a>	Introduced 2/5/2020	Assembly Print	<p><b>Housing development.</b> Current law establishes the California Housing Finance Agency within the Department of Housing and Community Development and prescribes the primary purpose of the agency as meeting the housing needs of persons and families of low or moderate income. This bill would 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>		

<a href="#">AB 2089</a> <a href="#">Rivas, Luz</a>	Introduced 2/5/2020	Assembly Print	<p><b>Environmental and Justice Empowerment Outreach Pilot Program.</b> Would establish the Environmental and Justice Empowerment Outreach Pilot Program from January 1, 2021, through January 1, 2025, and would have the program be administered by the 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 December 31, 2025.</p>		
<a href="#">AB 2145</a> <a href="#">Ting</a>	Introduced 2/10/2020	Assembly Print	<p><b>Transportation electrification: vehicle charging stations.</b> Would state the intent of the Legislature to enact legislation to reform the electric vehicle charging infrastructure approval process employed by the Public Utilities Commission to help ensure that by 2030, California will safely install enough electric vehicle charging ports to meet the demand for charging infrastructure through public and private investment.</p>		
<a href="#">AB 2148</a> <a href="#">Quirk</a>	Introduced 2/10/2020	Assembly Print	<p><b>Climate change: adaptation: regional 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 state the intent of the Legislature to enact legislation that would foster regional-scale adaptation, as specified; give regions a time to develop their regional plans, as specified; and consider, among other things, sea level rise and fire vulnerability.</p>		
<a href="#">AB 2176</a> <a href="#">Holden</a>	Introduced 2/11/2020	Assembly Print	<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>		

<a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a>	Amended 3/18/2019	Assembly Reconsideration	<b>Local government financing: affordable housing and public infrastructure: voter approval.</b> The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.	Support	Support
<a href="#">SB 59</a> <a href="#">Allen</a>	Amended 7/3/2019	Assembly 2 year	<b>California Transportation Commission: advisory committee: autonomous vehicle technology.</b> Current law creates the California Transportation Commission with various powers and duties, including the duty to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. This bill would require the chair of the commission to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that California continues to be the world leader in autonomous, driverless, and connected vehicle technology.		
<a href="#">SB 146</a> <a href="#">Beall</a>	Introduced 1/18/2019	Assembly 2 year	<b>Peninsula Rail Transit District.</b> Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.		

<p><a href="#">SB 182</a> <a href="#">Jackson</a></p>	<p>Amended 9/6/2019</p>	<p>Assembly 2 year</p>	<p><b>Local government: planning and zoning: wildfires.</b> Current law requires the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element. 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 January 1, 2020, 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 1/6/2020</p>	<p>Assembly Desk</p>	<p><b>California Earthquake Authority.</b> Under current law, the CEA is authorized to transact insurance in this state as necessary to sell policies of basic residential earthquake insurance. Current law establishes a capital structure for the CEA, with several sources of financing. Current law authorizes the CEA to assess participating insurance companies up to \$1,780,000,000, if claims and claim expenses paid by the CEA due to earthquake events exhaust 4 specified sources of capital, including the CEA's available capital and all insurer capital contributions and assessments. This bill would repeal that assessment authorization. The bill would also make technical and conforming changes.</p>		<p>Support and Seek Amendments</p>
<p><a href="#">SB 278</a> <a href="#">Beall</a></p>	<p>Amended 3/28/2019</p>	<p>Assembly Desk</p>	<p><b>Metropolitan Transportation Commission.</b> The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region.</p>		

<a href="#">SB 336</a> <a href="#">Dodd</a>	Amended 4/29/2019	Assembly 2 year	<b>Transportation: fully-automated transit vehicles.</b> Would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.		
<a href="#">SB 592</a> <a href="#">Wiener</a>	Amended 9/9/2019	Assembly Rules	<b>Housing development: Housing Accountability Act: permit streamlining.</b> The Housing Accountability Act (the HAA), among other things, requires a local agency that proposes to disapprove or impose specified conditions on a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, within the meaning of the Permit Streamlining Act, to make specified written findings based on a preponderance of the evidence in the record. This bill would additionally require a local agency to make those findings if it proposes to disapprove or impose specified conditions on a housing development project that is determined to be complete, as provided, and would make other related conforming changes.		
<a href="#">SB 621</a> <a href="#">Glazer</a>	Amended 6/17/2019	Assembly 2 year	<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><a href="#">SB 664</a> <a href="#">Allen</a></p>	<p>Amended 9/10/2019</p>	<p>Assembly 2 year</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 672</a> <a href="#">Hill</a></p>	<p>Amended 4/25/2019</p>	<p>Assembly 2 year</p>	<p><b>Planning and zoning: regional housing need allocation: City of Brisbane.</b> Would, for the 5th and 6th cycle of the housing element planning period for the City of Brisbane, prohibit the Association of Bay Area Governments from allocating to the City of Brisbane a share of the regional housing need that exceeds the share allocated to the city for the current planning period if specified conditions apply. Among these conditions, the bill would require that the City of Brisbane has taken action during the current planning period to zone or rezone sites sufficient to accommodate 615% or more of its regional housing need allocation for the current planning period.</p>		
<p><a href="#">SB 773</a> <a href="#">Skinner</a></p>	<p>Amended 1/6/2020</p>	<p>Assembly Desk</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="#">SB 899</a> <a href="#">Wiener</a></p>	<p>Introduced 1/30/2020</p>	<p>Senate Rules</p>	<p><b>Density bonuses.</b> Current law, known as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the jurisdictional boundaries of that city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents and meets other requirements. This bill would make a nonsubstantive change to that law.</p>		
<p><a href="#">SB 902</a> <a href="#">Wiener</a></p>	<p>Introduced 1/30/2020</p>	<p>Senate Housing</p>	<p><b>General plan.</b> the Planning and Zoning Law requires a planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of housing development applications received and the number of units approved and disapproved in the prior year. This bill would additionally require the planning agency include in the annual report whether the city or county is a party to a court action related to a violation of state housing law, and the disposition of that action. By requiring a planning agency to include additional information in its annual report, the bill would impose a state-mandated local program.</p>		
<p><a href="#">SB 906</a> <a href="#">Skinner</a></p>	<p>Introduced 2/3/2020</p>	<p>Senate Housing</p>	<p><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.</p>		
<p><a href="#">SB 940</a> <a href="#">Beall</a></p>	<p>Introduced 2/10/2020</p>	<p>Senate Rules</p>	<p><b>Housing Crisis Act of 2019: City of San Jose.</b> Would authorize the City of San Jose to proactively amend a zoning ordinance to a more intensive use and use the added capacity to subsequently change a zoning ordinance to a less intensive use as long as there is no net loss in residential capacity. The bill would require that the change to a zoning ordinance to a less intensive use pursuant to these provisions occur within one year of the change to the zoning ordinance to a more intensive use.</p>		

<a href="#">SB 944</a> <a href="#">McGuire</a>	Introduced 2/10/2020	Senate Rules	<b>Personal income taxes: Fire Safe Home Tax Credits Act.</b> Would allow credits against the tax imposed by the Personal Income Tax Law for each taxable year beginning on or after January 1, 2021, and before January 1, 2026, to a qualified taxpayer for qualified costs relating to qualified home hardening, as defined, and for qualified costs relating to qualified vegetation management, as defined, in specified amounts, not to exceed an aggregate amount of \$500,000,000 per taxable year.		
<a href="#">SB 945</a> <a href="#">Beall</a>	Introduced 2/10/2020	Senate Rules	<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 964</a> <a href="#">Skinner</a>	Introduced 2/11/2020	Senate Rules	<b>Greenhouse Gas Reduction Fund: investment plan.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires moneys from the fund to be allocated for the purpose of reducing emissions of greenhouse gases in this state and satisfying other purposes, if applicable and to the extent feasible, and authorizes specified investments if the investment furthers the regulatory purposes of the act and is consistent with law. This bill would make nonsubstantive changes to the provision related to the expenditure of moneys appropriated from the fund.		
<a href="#">SB 986</a> <a href="#">Allen</a>	Introduced 2/12/2020	Senate Rules	<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 Rules</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>Introduced 2/12/2020</p>	<p>Senate Rules</p>	<p><b>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011.</b> The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for streamlining benefits provided by that act related to compliance with CEQA and streamlining of judicial review of action taken by a public agency. The 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 act requires a lead agency to prepare the record of proceedings for the certified project concurrent with the preparation of the environmental documents. The act is repealed by its own terms on January 1, 2021. This bill would extend the authority of the Governor to certify a project to January 1, 2024. The bill would provide that the certification expires and is no longer valid if the lead agency fails to approve a certified project before January 1, 2025.</p>		

<p><b>January</b>                  1 Statutes take effect                  6 Legislature reconvenes                  10 Budget must be submitted by Governor (Art. IV, Sec. 12(a))                  17 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house in the odd-numbered year                  20 Martin Luther King, Jr. Day                  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.                  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>                  1 Committee meetings may resume                  15 Budget Bill must be passed by midnight                  25 Last day for a legislative measure to qualify for the Nov. 3 General Election ballot (Elections Code Sec. 9040).                  26 Last day for policy committees to hear and report fiscal bills to fiscal committees</p> <p><b>July</b>                  2 Last day for policy committees to hear and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed                  3 Independence Day observed</p>
<p><b>February</b>                  17 Presidents' Day                  21 Last day for bills to be introduced</p> <p><b>March</b>                  27 Cesar Chavez Day</p>	<p><b>August</b>                  3 Legislature reconvenes from Summer Recess                  14 Last day for fiscal committees to meet and report bills to the floor                  17-31 Floor session only. No committee may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees                  21 Last day to amend on floor                  31 Last day for any bill to be passed. Final Recess begins upon adjournment</p>
<p><b>April</b>                  2 Spring Recess begins upon adjournment                  13 Legislature reconvenes from Spring recess                  24 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house</p>	<p><b>September</b>                  7 Labor Day                  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>May</b>                  1 Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house                  8 Last day for policy committees meet prior to June 3                  15 Last day for fiscal committees to hear and report to the floor bills introduced in their house. Last day for fiscal committee to meet prior to June 3                  25 Memorial Day                  26 – 29 No committee may meet for any purpose except for Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees</p>	<p><b>October</b>                  1 Bills enacted on or before this date take effect January 1, 2021.</p> <p><b>November</b>                  3 General Election.                  30 Adjournment sine die at midnight</p> <p><b>December</b>                  7 2021-22 Regular Session convenes for Organizational Session at 12 noon.</p> <p><b>January 2021</b>                  1 Statutes take effect.</p>

Source: Senate & Assembly websites.

\*Dates are subject to change

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

<b>January</b> 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	<b>July</b> 1-5 House and Senate district work periods 4 Independence Day 29-31 House district work period
<b>February</b> 4 Deadline for President's budget submission 18 President's Day 18-22 House and Senate district work periods	<b>August</b> 1-31 House district work period 5-31 Senate district work period
<b>March</b> 18-22 House and Senate district work periods	<b>September</b> 2 Labor Day 2-6 House and Senate district work periods 30 House and Senate district work periods
<b>April</b> 15 Congressional concurrent resolution budget deadline 15-26 House and Senate district work periods	<b>October</b> 1-11 House and Senate district work periods 14 Columbus Day
<b>May</b> 27 Memorial Day 27-31 House and Senate district work periods	<b>November</b> 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
<b>June</b> 30 General deadline for Congressional action on regular appropriations bills and budget reconciliation	<b>December</b> 16-31 House and Senate empty calendar 25 Christmas day

## **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>