

## Meeting Agenda

### Joint MTC ABAG Legislation Committee

*David Canepa, Chair    Jesse Arreguin, Vice Chair*

*Members*

*Eddie Ahn, Carol Dutra-Vernaci, Pat Eklund, Dave Hudson,  
Matt Mahan, Stephanie Moulton-Peters, Sue Noack,  
David Rabbitt, Belia Ramos, James P. Spering, Vacant, Vacant,  
Vacant, and Vacant*

*Non-Voting Members*

*Dorene M. Giacomini and Vacant*

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Friday, April 14, 2023

9:45 AM

Board Room - 1st Floor

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This meeting shall consist of a simultaneous teleconference call at the following location(s):  
Napa County Administration Building, 1195 Third Street, Suite 310-Crystal Conference Room,  
Napa, CA 94559

City of Novato Administrative Offices, 922 Machin Ave, Baget Conference Room, Novato, CA  
94945

Pinole Public Library, 2935 Valley Road, Pinole, CA 94564

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Committee Members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/89746298863>

iPhone One-Tap: US: +13462487799,,89746298863# or +17193594580,,89746298863#

Join by Telephone (for higher quality, dial a number based on your current location) US:  
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 897 4629 8863

International numbers available: <https://bayareametro.zoom.us/j/kd5Mb7gXtQ>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

## 1. Call to Order / Roll Call / Confirm Quorum

*Quorum: A quorum of this body shall be a majority of its regular voting members (7).*

## 2. Consent Calendar

- 2a. [23-0419](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the March 10, 2023 Meeting

Action: Committee Approval

Attachments: [2a 23-0419 2023-03-10 Joint MTC ABAG Legislation Committee Meeting](#)

- 2b. [23-0420](#) Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [2b Handout April Legislative History.pdf](#)

## 3. State Legislation

- 3a. [23-0509](#) MTC/ABAG Sacramento Advocacy Visit - May 2023

Update on preparations for MTC/ABAG's May 2023 Sacramento advocacy trip.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [3a 23-0509 Summary Sheet MTC ABAG Sacramento Advocacy Visit May](#)

- 3b. [23-0510](#) Assembly Bill 645 (Friedman): Speed Safety Pilot Program

Revised version of legislation MTC supported in 2021 and 2022 (Assembly Bill (AB) 550 (Chiu, 2021) and AB 2336 (Friedman, 2022)) to authorize specified cities to implement five-year pilots to test speed safety cameras, under specific circumstances.

Action: Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [3b 23-0510 Summary Sheet AB 645 Friedman.pdf](#)

**3c.**     [23-0511](#)     Assembly Bill 413 (Lee): Vehicles: Stopping, Standing and Parking Near a Crosswalk

Prohibits vehicles from stopping, standing or parking within 20 feet of a marked crosswalk or intersection to improve visibility of bicyclists and pedestrians.

**Action:**             Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

**Presenter:**        Georgia Gann Dohrmann

**Attachments:**     [3c 23-0511 Summary Sheet AB 413 Lee.pdf](#)

**3d.**     [23-0536](#)     Assembly Bill 463 (Hart): Priority Access to Electricity for Public Transportation

Provides public transportation access to the electric grid during emergencies.

**Action:**             Support / MTC Commission Approval

**Presenter:**        Georgia Gann Dohrmann

**Attachments:**     [3d 23-0536 Summary Sheet AB 463 Hart.pdf](#)

**3e.**     [23-0513](#)     Senate Bill 532 (Wiener): Local Ballot Measure Labels

Provides option for local bonds and other tax measures to provide details via the voter guide instead of on the ballot label, with transparency safeguards.

**Action:**             Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

**Presenter:**        Julie Snyder

**Attachments:**     [3e 23-0513 Summary Sheet SB 532 Wiener.pdf](#)

#### **4. Federal Legislation**

**4a.**     [23-0514](#)     MTC/ABAG Washington, D.C. Advocacy Trip

Summary of MTC and ABAG's joint advocacy visit to Washington, D.C.

**Action:**             Information

**Presenter:**        Georgia Gann Dohrmann

**Attachments:**     [4ai 23-0514 Summary Sheet MTC-ABAG Washington D.C. Advocacy Trip.](#)  
[4aii 23-0514 Attachment A ABAG-MTC Bay Area Housing-2023 Handout.p](#)  
[4aiii 23-0514 Attachment B MTC ABAG March 2023 DC Advocacy Sched](#)

**4b. [23-0421](#)** Washington, D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [4b 23-0421 Handout Summit Strategies MTC Report March 2023.pdf](#)

**5. Public Comment / Other Business**

*Committee Members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6.*

**6. Adjournment / Next Meeting**

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, May 12, 2023 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

## Meeting Minutes - Draft

### Joint MTC ABAG Legislation Committee

*David Canepa, Chair    Jesse Arreguin, Vice Chair*

**Members**

*Eddie Ahn, Carol Dutra-Vernaci, Pat Eklund, Dave Hudson,  
Matt Mahan, Stephanie Moulton-Peters, Sue Noack,  
David Rabbitt, Belia Ramos, James P. Spering, Vacant, Vacant,  
Vacant, and Vacant*

**Non-Voting Members**

*Dorene M. Giacopini and Vacant*

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Friday, March 10, 2023

9:45 AM

Board Room - 1st Floor

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#### 1. Call to Order / Roll Call / Confirm Quorum

**Present:** 7 - Vice Chair Arreguin, Committee Member Eklund, Committee Member Ahn, Committee Member Pedroza, Committee Member Ramos, Committee Member Dutra-Vernaci and Committee Member Rabbitt

**Absent:** 6 - Committee Member Hudson, Committee Member Spering, Chair Canepa, Committee Member Fleming, Committee Member Mahan and Committee Member Thao

Non-Voting Member Present: Commissioner Giacopini

Ex Officio Voting Members Present: Commission Chair Pedroza and  
Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Members Present: Commissioner Moulton-Peters, Commissioner Noack, and  
Commissioner Rabbitt.

The following individual participated from a noticed remote location: Commissioner Giacopini (MTC), Member Eklund (ABAG), and Member Ramos (ABAG).

Commission Chair Pedroza deputized Commissioner Noack to act as a voting member of the Committee in the absence of a quorum.

## 2. Consent Calendar

Upon the motion by Committee Member Dutra-Vernaci and second by Committee Member Rabbitt, the Consent Calendar was approved. The motion carried by the following vote:

**Aye:** 8 - Vice Chair Arreguin, Committee Member Eklund, Committee Member Ahn, Committee Member Pedroza, Committee Member Ramos, Committee Member Dutra-Vernaci, Committee Member Rabbitt and Noack

**Absent:** 6 - Committee Member Hudson, Committee Member Spering, Chair Canepa, Committee Member Fleming, Committee Member Mahan and Committee Member Thao

**2a.** [23-0255](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the February 10, 2023 Meeting

**Action:** Committee Approval

**Attachments:** [2a 23-0255 2023-02-10 Joint MTC ABAG Legislation Committee Meeting Minutes Draft.pdf](#)

Commissioner Noack abstained from Agenda Item 2a.

**2b.** [23-0258](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

**Action:** Commission Approval

**Presenter:** Ky-Nam Miller

**Attachments:** [12h 23-0258 MTC Resolution 3931 Policy Advisory Council Appointment.pdf](#)

**2c.** [23-0256](#) Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [2c Handout-March 2023 Legislative History.pdf](#)

Debbie Toth, Choice in Aging, was called to speak for Agenda Item 2c.

### 3. State Legislation

**3a.**     [23-0297](#)     MTC/ABAG State Legislative Visits

Summary of MTC/ABAG's February advocacy trip to Sacramento.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [3a 23-0297 Summary Sheet MTC-ABAG State Legislative Visits.pdf](#)

**3b.**     [23-0327](#)     State Transit Operating Assistance Advocacy

Update on recent advocacy to secure state support to address transit operator's near-term fiscal cliffs and to invest in rebuilding ridership.

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [3bi 23-0327 Summary Sheet State Transit Operating Assistance Advocacy.pdf](#)  
[3bii 23-0327 Attachment A State Transit Operating Assistance Advocacy.pdf](#)  
[3biii 23-0327 Attachment B State Transit Operating Assistance Advocacy.pdf](#)

Adina Levin, Seamless Bay Area, was called to speak.

**3c.**     [23-0298](#)     Senate Bill 225 (Caballero): Community Anti-Displacement and Preservation Program

New state program to invest in affordable housing preservation and anti-displacement strategies.

**Action:** Support / Commission Approval

**Presenter:** Julie Snyder

**Attachments:** [16a 23-0298 Senate Bill 225 Caballero Community Anti-Displacement and Preservation Program.pdf](#)

**Upon the motion by Chair Arreguin and second by Committee Member Eklund, a support position on SB 225 (Caballero) was adopted to be forwarded to the Commission and ABAG Executive Board for approval. The motion carried unanimously by the following vote:**

**Aye:** 8 - Vice Chair Arreguin, Committee Member Eklund, Committee Member Ahn, Committee Member Pedroza, Committee Member Ramos, Committee Member Dutra-Vernaci, Committee Member Rabbitt and Noack

**Absent:** 6 - Committee Member Hudson, Committee Member Spering, Chair Canepa, Committee Member Fleming, Committee Member Mahan and Committee Member Thao



**3d.**     [23-0300](#)     Assembly Bill 350 (Aguiar-Curry): Sacramento Area Regional Plan Update

Delays until 2025 the Sacramento Area Council of Governments'(SACOG) next sustainable communities strategies update.

**Action:** Support / Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [16b\\_23-0300\\_Assembly\\_Bill\\_350\\_Aguiar-Curry\\_Sacramento\\_Area\\_Regional\\_Plan\\_Update.pdf](#)

**Upon the motion by Chair Arreguin and second by Committee Member Ahn, a support position on AB 350 (Aguiar-Curry) was adopted to be forwarded to the Commission for approval. The motion carried unanimously by the following vote:**

**Aye:** 8 - Vice Chair Arreguin, Committee Member Eklund, Committee Member Ahn, Committee Member Pedroza, Committee Member Ramos, Committee Member Dutra-Vernaci, Committee Member Rabbitt and Noack

**Absent:** 6 - Committee Member Hudson, Committee Member Spering, Chair Canepa, Committee Member Fleming, Committee Member Mahan and Committee Member Thao

#### 4. Federal Legislation

**4a.**     [23-0257](#)     Washington, D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [4a\\_23-0257\\_Summit\\_Strategies\\_Monthly\\_Report\\_Feb\\_2023.pdf](#)

**5. Information**

- 5a.**     [23-0329](#)     Release of MTC's 2023 Draft Public Participation Plan for the San Francisco Bay Area

Overview of MTC's 2023 Draft Public Participation Plan (PPP) for the San Francisco Bay Area and update approach. On February 24, 2023, MTC's Draft PPP (see Attachment A) was released for a 45-day public review and comment period.

**Action:** Information

**Presenter:** Leslie Lara-Enríquez

**Attachments:** [5ai 23-0329 Summary Sheet MTC Public Participation Plan Release.pdf](#)  
[5aii 23-0329 Attachment A MTC Public Participation Plan Release.pdf](#)  
[5aiii 23-0329 Attachment B MTC Public Participation Plan Release.pdf](#)  
[5aiv 23-0329 PowerPoint MTC Public Participation Plan Release.pdf](#)

Adina Levin, Seamless Bay Area, was called to speak.

- 5b.**     [23-0355](#)     2023 Youth Programs Update

Overview of MTC/ABAG Youth Programs.

**Action:** Information

**Presenter:** John Kannegieser and Ky-Nam Miller

**Attachments:** [5bi Summary Sheet 2023 Youth Programs Update.pdf](#)  
[5bii PowerPoint 2023 Youth Programs Update.pdf](#)  
[5biii Attachment B Bay Area Summer Academy Flier 2023 with QR Code.pdf](#)

**6. Public Comment / Other Business****7. Adjournment / Next Meeting**

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, April 14, 2023 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.



# LEGISLATIVE HISTORY

Tuesday, April 11, 2023



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 6</a> <a href="#">Friedman</a>	Amended 3/16/2023	Assembly Natural Resources	<b>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</b> Current law requires that each regional transportation plan also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified.		
<a href="#">AB 7</a> <a href="#">Friedman</a>	Amended 3/16/2023	Assembly Appropriations	<b>Transportation: project selection processes.</b> Would require, on and after January 1, 2025, the project selection process for each transportation project that would be funded, at least partially, from specified funding sources, including the State Highway Account, the Road Maintenance and Rehabilitation Account, and the Trade Corridor Enhancement Account, to incorporate specified principles. The bill would require the Transportation Agency, on or before January 1, 2026, and annually thereafter, to submit a report to the Legislature on how those transportation projects that were completed during the prior year incorporated those principles. This bill contains other existing laws.		
<a href="#">AB 9</a> <a href="#">Muratsuchi</a>	Introduced 12/5/2022	Assembly Natural Resources	<b>California Global Warming Solutions Act of 2006: emissions limit.</b> The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.		
<a href="#">AB 12</a>	Amended	Assembly Judiciary	<b>Tenancy: security deposits.</b> Would prohibit a landlord from		

<a href="#">Haney</a>	4/5/2023		demanding or receiving security for a rental agreement for residential property in an amount or value in excess of an amount equal to one month's rent, regardless of whether the residential property is unfurnished or furnished, in addition to any rent for the first month paid on or before initial occupancy.		
<a href="#">AB 16</a> <a href="#">Dixon</a>	Introduced 12/5/2022	Assembly Transportation	<b>Motor Vehicle Fuel Tax Law: adjustment suspension.</b> The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.		
<a href="#">AB 31</a> <a href="#">Carrillo, Juan</a>	Introduced 12/5/2022	Assembly Print	<b>Public transit: funding.</b> Current law provides various sources of funding for capital and operating expenses of public transit systems and intercity rail in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would appropriate funds for the development and operation of a privately run public transit system connecting the Victor Valley and the Antelope Valley in southern California.		
<a href="#">AB 50</a> <a href="#">Wood</a>	Amended 3/23/2023	Assembly U. & E.	<b>Public utilities: timely service: timely electrical interconnection.</b> Current law authorizes the Public Utilities Commission to fix the rates and charges for every public utility, and requires that those rates and charges be just and reasonable. Current law requires a public utility to furnish and maintain such adequate, efficient, just, and reasonable service, instrumentalities, equipment, and facilities as are necessary to promote the safety, health, comfort, and convenience of its patrons, employees, and the public. Existing law requires the commission to enforce rules governing the extension of service by electrical corporations. This bill would additionally require a public utility to furnish and maintain timely service, instrumentalities, equipment, and facilities. The bill would require the commission, on or before January 1, 2025, to determine the criteria for timely service for electric customers that meets specified requirements.		

			Until the commission determines that criteria, the bill would require each large electrical corporation, among other things, to make a good faith effort to deliver electric service within 90 days of issuing a written commitment to serve for customers seeking a new connection, and within 30 days of issuing a written commitment to serve for customers seeking upgrades to an existing connection.		
<a href="#"><u>AB 59</u></a> <a href="#"><u>Gallagher</u></a>	Amended 4/5/2023	Assembly Revenue and Taxation	<b>Taxation: renter's credit.</b> The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2021, the adjusted gross income limit is \$87,066 and \$43,533, respectively. Current law establishes the continuously appropriated Tax Relief and Refund Account in the General Fund and provides that payments required to be made to taxpayers or other persons from the Personal Income Tax Fund are to be paid from that account. This bill, for taxable years beginning on or after January 1 of the taxable year that includes the date on which funding is first authorized for purposes of this bill and for the succeeding 4 taxable years, and only when specified in a bill relating to the Budget Act, would increase the credit amount to \$2,000 for spouses filing joint returns, heads of households, and surviving spouses and \$1,000 for other individuals. In the event the increased credit amount is not specified in a bill relating to the Budget Act, the existing credit amounts, as described above, would be the credit amounts for that taxable year.		
<a href="#"><u>AB 67</u></a> <a href="#"><u>Muratsuchi</u></a>	Amended 3/13/2023	Assembly Appropriations	<b>Homeless Courts Pilot Program.</b> Would, upon an appropriation by the Legislature, create the Homeless Courts Pilot Program, which would remain in effect until January 1, 2029, to be administered by the Judicial Council for the purpose of providing comprehensive community-based services to achieve stabilization for, and address the specific legal needs of, homeless individuals who are involved with the criminal justice system. The bill would require applicant cities or counties seeking grant funds to provide a number of specified services or program components, including, but not limited to, a diversion program enabling participating defendants to have specified charges dismissed upon completion of a program, provision of temporary, time-limited, or permanent housing during the duration of the program, and a dedicated representative to assist defendants with housing needs. The bill would require an applicant for grant funding under the program to submit a plan for a new homeless court program or expansion of an existing homeless court program, and would require any funding awarded to an applicant to be used in accordance with that plan.		
<a href="#"><u>AB 73</u></a> <a href="#"><u>Boerner Horvath</u></a>	Amended 3/9/2023	Assembly Transportation	<b>Vehicles: required stops: bicycles.</b> Would require a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with		

			another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.		
<a href="#"><u>AB 84</u></a> <a href="#"><u>Ward</u></a>	Amended 3/7/2023	Assembly Revenue and Taxation	<b>Property tax: welfare exemption: affordable housing.</b> Current property tax law, in accordance with the California Constitution, provides for a “welfare exemption” for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Under current property tax law, property that meets these requirements that is used exclusively for rental housing and related facilities is entitled to a partial exemption, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving lower income households represents of the total number of residential units, in any year that any of certain criteria apply, including that the acquisition, rehabilitation, development, or operation of the property, or any combination of these factors, is financed with tax-exempt mortgage revenue bonds or general obligation bonds, or is financed by local, state, or federal loans or grants and the rents of the occupants who are lower income households do not exceed those prescribed by deed restrictions or regulatory agreements pursuant to the terms of the financing or financial assistance. This bill would expand this partial exemption to property acquired, rehabilitated, developed, or operated, or any combination of these factors, with financing from qualified 501(c)(3) bonds, as defined.	Support	Support
<a href="#"><u>AB 86</u></a> <a href="#"><u>Jones-Sawyer</u></a>	Amended 3/23/2023	Assembly Housing and Community Development	<b>Homelessness: Statewide Homelessness Coordinator.</b> Would require the Governor to appoint a Statewide Homelessness Coordinator, within the Governor's Office, to serve as the lead person for ending homelessness in California. The bill would require the coordinator to identify a local leader in each relevant city, county, city and county, or other jurisdiction to serve as a liaison between the coordinator and that jurisdiction, oversee homelessness programs, services, data, and policies between federal, state, and local agencies, coordinate the timing of release of funds and applications for funding for housing and housing-based services impacting Californians experiencing homelessness, and, in collaboration with local leaders, provide annual recommendations to the Legislature and the Governor, as specified. The bill would authorize the coordinator to adjust local		

			goals to the extent allowed by state and local law.		
<a href="#"><u>AB 96</u></a> <a href="#"><u>Kalra</u></a>	Introduced 1/9/2023	Assembly Third Reading	<b>Public employment: local public transit agencies: autonomous transit vehicle technology.</b> Would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, and within 30 days of receiving the specified information, to commence collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.		
<a href="#"><u>AB 99</u></a> <a href="#"><u>Connolly</u></a>	Amended 3/21/2023	Assembly Transportation	<b>Department of Transportation: state roads and highways: integrated pest management.</b> Would require the Department of Transportation to adopt a statewide policy to use integrated pest management, as defined, on state roads and highways, as specified, and to implement the statewide policy in counties that have adopted integrated pest management approaches to road-side vegetation management. The bill would require the Department of Transportation, in developing the statewide policy, to consult with the Department of Pesticide Regulation and the University of California Statewide Integrated Pest Management Program. The bill would require the Department of Transportation, when operating in a county that has a more restrictive approach than the statewide policy, to the extent feasible, to operate in a manner consistent with the approach mandated by the county. The bill would require the Department of Transportation, on or before December 31, 2024, and annually thereafter, to make publicly available on its internet website the amount, location, and type of pesticides, and the pesticide formulation, by county, it uses, and, at least 24 hours before applying a pesticide, would require the Department of Transportation to provide on its internet website and mobile application information on when and where it plans to apply the pesticide.		
<a href="#"><u>AB 221</u></a> <a href="#"><u>Ting</u></a>	Introduced 1/10/2023	Assembly Budget	<b>Budget Act of 2023.</b> Would make appropriations for the support of state government for the 2023–24 fiscal year.		
<a href="#"><u>AB 241</u></a> <a href="#"><u>Reyes</u></a>	Amended 3/23/2023	Assembly Transportation	<b>Clean Transportation Program: Air Quality Improvement Program: funding.</b> Current law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to		



			develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would expand the purpose of the program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill would no longer require the commission to provide certain project preferences.		
<a href="#">AB 257</a> <a href="#">Hoover</a>	Amended 2/23/2023	Assembly Public Safety	<b>Encampments: penalties.</b> Under current law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Current law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor. This bill would prohibit a person from camping, as defined, in a street, sidewalk, or other public property within 500 feet of a school, daycare center, playground, or youth center.		
<a href="#">AB 281</a> <a href="#">Grayson</a>	Amended 3/9/2023	Assembly Housing and Community Development	<b>Planning and zoning: housing: postentitlement phase permits.</b> Would require a special district that receives an application for a postentitlement phase permit, as specified, to provide written notice to the applicant or local agency of additional information that may be required to begin to review the application for service or approval or next steps in the review process. The bill would require the special district to provide this notice within 30 business days of receipt of the application for a housing development with 25 units or fewer, and within 60 business days for a housing development with more than 25 units. By imposing additional duties on special districts, the bill would impose a state-mandated local program.		
<a href="#">AB 284</a> <a href="#">Patterson, Joe</a>	Introduced 1/24/2023	Assembly Housing and Community Development	<b>Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.</b> Under current law, grants under the Homeless Housing, Assistance, and Prevention (HHAP) program are allocated in 4 rounds of funding, administered by the California Interagency Council on Homelessness, as provided. Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an evaluation of the HHAP program.		



<a href="#"><u>AB 309</u></a> <a href="#"><u>Lee</u></a>	Amended 4/3/2023	Assembly Housing and Community Development	<b>The Social Housing Act.</b> Current law creates a housing authority in each county or city, which functions upon the adoption of a specified resolution by the relevant governing body. Existing law authorizes these housing authorities, within their jurisdictions, to construct, reconstruct, improve, alter, or repair all or part of any housing project. Current law establishes various programs that provide housing assistance. This bill would enact the Social Housing Act and would create the California Housing Authority, as an independent state body, the mission of which would be to ensure that social housing developments that are produced and acquired align with the goals of eliminating the gap between housing production and regional housing needs assessment targets and preserving affordable housing. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed or authorized by the authority would be owned by the authority.		
<a href="#"><u>AB 312</u></a> <a href="#"><u>Reyes</u></a>	Amended 3/30/2023	Assembly Housing and Community Development	<b>State Partnership for Affordable Housing Registries in California Grant Program.</b> Would establish, subject to appropriation by the Legislature, the State Partnership for Affordable Housing Registries in California Grant Program to provide technical assistance to eligible entities, as defined, for the purpose of creating a state-managed online platform of affordable housing listings, information, and applications. The bill would require the department to administer the program and to adopt guidelines for this purpose. The bill would require the department to develop a housing preapplication to standardize applications for affordable housing and to solicit participation of eligible entities no later than January 1, 2026, and to launch the platform no later than July 1, 2027. The bill would require the department to provide technical assistance to participating entities and to ensure equitable access to database users, as specified. The bill would authorize the department to coordinate with the Office of Data and Innovation to carry out the requirements of the program and to contract with vendors pursuant to existing provisions of state contract law, as specified. The bill would establish minimum requirements for the platform and would require a vendor selected to create and maintain the platform to demonstrate specified capabilities and implement those requirements. The bill would exempt from disclosure as a public record any personally identifiable information collected by the platform or shared between eligible entities and the department in administering the program.		
<a href="#"><u>AB 316</u></a> <a href="#"><u>Aguiar-Curry</u></a>	Introduced 1/26/2023	Assembly C. & C.	<b>Vehicles: autonomous vehicles.</b> Would prohibit the operation of an autonomous vehicle with a gross vehicle weight of 10,000 pounds or more on public roads for testing purposes, transporting goods, or transporting passengers without a human safety operator physically present in the autonomous vehicle at the time of operation.		
<a href="#"><u>AB 321</u></a> <a href="#"><u>Wilson</u></a>	Amended 3/6/2023	Assembly Appropriations Suspense File	<b>Sales and Use Tax: exemptions: zero-emission public transportation ferries.</b> Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or		

			other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. Those laws provide various exemptions from those taxes. This bill, until January 1, 2028, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined.		
<a href="#">AB 323</a> <a href="#">Holden</a>	Amended 3/14/2023	Assembly Judiciary	<b>Density Bonus Law: purchase of density bonus units by nonprofit housing organizations: civil actions.</b> Current property tax law establishes a welfare exemption under which property is exempt from taxation if the property is owned and operated by a nonprofit corporation that is organized and operated for the purpose of building and rehabilitating single-family or multifamily residences for sale, as provided, at cost to low-income families. Current law requires the developer and the city or county to ensure that (1) a for-sale unit that qualified the developer for the award of the density bonus is initially occupied by a person or family of the required income, offered at an affordable housing cost, as defined, and includes an equity sharing agreement, as specified, or (2) a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, as specified, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property. This bill would instead require the for-sale unit that qualified the developer for the award of the density bonus to be initially sold to and occupied by a person or family of the required income. The bill would also instead require a qualified nonprofit housing organization that is receiving the above-described welfare exemption to meet specified requirements, including having a determination letter from the Internal Revenue Service affirming its tax-exempt status, as specified, being based in California, and the primary activity of the nonprofit corporation being the development and preservation of affordable home ownership housing in California that incorporates within their contracts for initial purchase a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property pursuant to an equity sharing agreement or a specified recorded contract that includes an affordability restriction.		
<a href="#">AB 338</a> <a href="#">Aguilar-Curry</a>	Introduced 1/30/2023	Assembly Appropriations	<b>Public works: definition.</b> Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law defines the term “public works” for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Current law makes a willful violation of laws relating to the payment of prevailing wages on public works a		

			misdemeanor. This bill would, commencing January 1, 2025, expand the definition of “public works” to include fuel reduction work done under contract and paid for in whole or in part out of public funds performed as part of a fire mitigation project, as specified. The bill would limit those provisions to work that falls within an apprenticeship occupation in the building and construction trades for which an apprenticeship program has been approved and to contracts in excess of \$100,000. The bill would delay the application of those provisions until January 1, 2026, for nonprofits.		
<a href="#"><u>AB 346</u></a> <a href="#"><u>Quirk-Silva</u></a>	Introduced 1/31/2023	Assembly Housing and Community Development	<b>Income tax credits: low-income housing: California Debt Limit Allocation Committee rulemaking.</b> Current law creates the California Debt Limit Allocation Committee (CDLAC) for the purpose of administering the volume limit for the state on private activity bonds through an allocation system. Current law authorizes CDLAC to adopt, amend, or repeal rules and regulations as emergency regulations in accordance with the rulemaking provisions of the Administrative Procedure Act. This bill, instead, would authorize CDLAC to adopt, amend, or repeal rules and regulations without complying with the procedural requirements of the Administrative Procedures Act, except as specified. The bill would make rules and regulations adopted, amended, or repealed by CDLAC effective immediately upon adoption.		
<a href="#"><u>AB 350</u></a> <a href="#"><u>Aguiar-Curry</u></a>	Amended 3/30/2023	Assembly Appropriations	<b>Regional transportation plans: Sacramento Area Council of Governments.</b> Current law requires each regional transportation plan to include, among other things, a sustainable communities strategy prepared by each metropolitan planning organization, as specified, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. After adopting a sustainable communities strategy, current law requires a metropolitan planning organization to submit the strategy to the state board for review to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. Current law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. This bill would require the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by the Sacramento Area Council of Governments (SACOG) on November 18, 2019, to remain in effect for all purposes until the SACOG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2025.	Support	
<a href="#"><u>AB 356</u></a> <a href="#"><u>Mathis</u></a>	Amended 3/7/2023	Assembly Appropriations	<b>California Environmental Quality Act: aesthetic impacts.</b> The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the		

			environment. Current law, until January 1, 2024, specifies that, except as provided, a lead agency is not required to evaluate the aesthetic effects of a project and aesthetic effects are not considered significant effects on the environment if the project involves the refurbishment, conversion, repurposing, or replacement of an existing building that meets certain requirements. This bill would extend the operation of the above provision indefinitely.		
<a href="#"><u>AB 361</u></a> <a href="#"><u>Ward</u></a>	Amended 3/9/2023	Assembly Transportation	<b>Vehicles: video imaging of bicycle lane parking violations.</b> Would, until January 1, 2030, authorize a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of video imaging parking violations occurring in bicycle lanes. The bill would require a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. The bill would require these video image records to be confidential and make these records available only to public agencies to enforce parking violations. The bill would require any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2029.		
<a href="#"><u>AB 364</u></a> <a href="#"><u>Bryan</u></a>	Amended 4/6/2023	Assembly P. & C.P.	<b>Street furniture data: statewide integrated data platform.</b> Would require the Department of Transportation to develop guidelines for data sharing, documentation, public access, quality control, and promotion of open-source and accessible platforms and decision support tools related to street furniture data, as provided. The bill would define "street furniture" as objects and pieces of equipment installed along a street or road to provide amenities for pedestrians, including, but not limited to, bus shelters, trash receptacles, benches, or public toilets. The bill would require the department to develop the guidelines, in collaboration with specified state and local agencies, and submit a report to the Legislature by January 1, 2025, and every 3 years thereafter, describing those guidelines. To the extent this imposes duties on local agencies, the bill would impose a state-mandated local program. The bill would also require the department to designate the department's Interagency Transportation Equity Advisory Committee, or another entity with expertise and experience working on equity, to review the initial report and advise on the development of subsequent guidelines, as provided.		
<a href="#"><u>AB 394</u></a> <a href="#"><u>Hoover</u></a>	Amended 3/1/2023	Assembly Housing and Community Development	<b>Housing: Building Homes and Jobs Act: report.</b> The Building Homes and Jobs Act, imposes a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225. Current law requires that a county recorder send revenues from this		

			fee, as provided, to the State Controller for deposit in the Building Homes and Jobs Trust Fund. Current law, for moneys collected on and after January 1, 2019, requires 20% of all moneys in the fund, upon appropriation by the Legislature, to be expended for affordable owner-occupied workforce housing. This bill would require the Department of Housing and Community Development to create and submit a report to the Legislature that includes specified information relating to the expenditure of the above-described moneys for affordable owner-occupied workforce housing, including how those moneys are being utilized and the number of new homeowners as a result of the expenditure of those moneys, among other things.		
<a href="#"><u>AB 410</u></a> <a href="#"><u>Jones-Sawyer</u></a>	Amended 3/30/2023	Assembly P. & C.P.	<b>Shared mobility devices.</b> Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity. Current law requires the sign to include the company name, email address, and telephone number of the service provider. This bill would require the raised characters to be at minimum 1/2 inch high and in a color that contrasts with the signage background, and would delete the requirement that the sign contain the email address of the service provider.		
<a href="#"><u>AB 411</u></a> <a href="#"><u>Bennett</u></a>	Amended 3/16/2023	Assembly Water, Parks and Wildlife	<b>California Recreational Trails and Greenways Act.</b> Would require the Department of Parks and Recreation to establish the California Recreational Trails and Greenways Program to, beginning in 2024, award competitive grants on a biennial basis for new, expanded, or improved public access opportunities through nonmotorized recreational trail creation, improvement, enhancement, and restoration projects. The bill would create the California Recreational Trails and Greenways Fund in the State Treasury, and would require that specified moneys, including, to the extent consistent with Proposition 68, unexpended Proposition 68 moneys that revert to the administering agency for allocation, upon appropriation by the Legislature, be deposited into the fund and, upon appropriation by the Legislature, be available for allocation by the department for purposes of the program, as specified. In order to reduce the financial burdens associated with frontloaded cost structures and match requirements, the bill would authorize the department to create a loan or grant process for advanced payment and match assistance to reduce barriers to participation in the program.		
<a href="#"><u>AB 413</u></a> <a href="#"><u>Lee</u></a>	Amended 3/22/2023	Assembly Appropriations	<b>Vehicles: stopping, standing, and parking.</b> Current law prohibits the stopping, standing, or parking of a vehicle in certain places and under certain conditions, including within an intersection, on a sidewalk or crosswalk, or in front of a fire station. Current law additionally authorizes local jurisdictions to, by ordinance, restrict parking in certain areas, at certain times, and for certain reasons, and to establish metered parking. This bill would prohibit the stopping,		

			standing, or parking of a vehicle within 20 feet of any unmarked or marked crosswalk, as specified.		
<a href="#"><u>AB 426</u></a> <a href="#"><u>Jackson</u></a>	Amended 3/20/2023	Assembly Appropriations	<b>Department of Housing and Community Development: California Statewide Housing Plan.</b> Current law requires that the California Statewide Housing Plan incorporate, among other things, a statement of housing goals, policies, and objectives, and requires the Department of Housing and Community Development to update and provide a revision of the plan to the Legislature every 4 years, as specified. Current law requires each update and revision to the plan to include, among other things, an inventory of the number of affordable units needed to meet the state's affordable housing needs for the plan period, as defined. This bill would require the plan to also include a strategy for the state to keep pace with building housing units and affiliated infrastructure during an economic downturn, as specified.		
<a href="#"><u>AB 434</u></a> <a href="#"><u>Grayson</u></a>	Amended 3/16/2023	Assembly Local Government	<b>Housing element: notice of violation.</b> The Planning and Zoning Law, except as provided, requires that a public hearing be held on an application for a variance from the requirements of a zoning ordinance, an application for a conditional use permit or equivalent development permit, a proposed revocation or modification of a variance or use permit or equivalent development permit, or an appeal from the action taken on any of those applications. That law, for housing development projects that submit a preliminary application prior to January 1, 2030, prohibits a city or county from conducting more than 5 hearings, as defined, held pursuant to these provisions, or any other law, ordinance, or regulation requiring a public hearing, if the proposed housing development project complies with the applicable, objective general plan and zoning standards in effect at the time an application is deemed complete, as defined. The Planning and Zoning Law also requires a local agency, pursuant to either local ordinance or statute, to provide for ministerial approval of applications for accessory dwelling units or junior accessory dwelling units in areas zoned for residential use, as specified. That law prohibits a local agency from denying a permit for an unpermitted accessory dwelling unit constructed prior to January 1, 2018, except as provided. This bill would additionally authorize the department to notify a city, county, city and county, or the Attorney General when the planning agency of a city, county, or city and county fails to comply with the above-described provisions relating to hearings for specified variances, ministerial approval of applications for accessory dwelling units or junior accessory dwelling units, permitting for unpermitted accessory dwelling units constructed prior to January 1, 2018, sale or conveyance of accessory dwelling units, ministerial approval of proposed housing developments, ministerial approval of parcel maps for urban lot splits, or housing development projects being deemed an allowable use of parcels within a zone where office, retail, or parking are a principally permitted use, as provided.		
<a href="#"><u>AB 457</u></a> <a href="#"><u>Patterson, Joe</u></a>	Amended 3/15/2023	Assembly Housing and Community Development	<b>Surplus Land Act: exempt surplus land: leases.</b> Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures.		



			Current law requires any local agency disposing of surplus land to send, prior to disposing of that property or participating in negotiations to dispose of that property with a prospective transferee, a written notice of availability of the property pursuant to prescribed procedures. This bill would expand “exempt surplus land” to include a parcel that is (1) identified in the local agency’s circulation element or capital improvement program for future roadway development, (2) no larger than 2 acres, (3) zoned for retail commercial use, and leased for a purpose consistent with the underlying zoning, and (4) abuts a state highway right-of-way.		
<a href="#">AB 463</a> <a href="#">Hart</a>	Introduced 2/6/2023	Assembly Appropriations	<b>Electricity: prioritization of service: public transit vehicles.</b> Current law requires the Public Utilities Commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Current law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles.		
<a href="#">AB 480</a> <a href="#">Ting</a>	Amended 4/5/2023	Assembly Housing and Community Development	<b>Surplus land.</b> Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under current law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Current law requires a local agency to take formal action in a regular public meeting to declare land is surplus and is not necessary for the agency’s use and to declare land as either “surplus land” or “exempt surplus land,” as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures. This bill would recast that provision and would exempt a local agency, in specified instances, from making a declaration at a public meeting for land that is “exempt surplus land” if		

			the local agency identifies the land in a notice that is published and available for public comment at least 30 days before the exemption takes effect.		
<a href="#"><u>AB 485</u></a> <a href="#"><u>Davies</u></a>	Amended 2/23/2023	Assembly Judiciary	<b>Tenancy: application screening fee.</b> Current law regulates the hiring of real property and imposes various requirements on landlords relating to the application for, and leasing of, residential rental property, including prohibiting the imposition of an application screening fee greater than the cost of gathering information concerning the applicant, or the cost of using a tenant screening service or a consumer credit reporting service. Current law specifies that in no case shall the application screening fee charged by the landlord or their agent be greater than \$30. Existing law requires a landlord or their agent give a copy of a consumer credit report to an applicant who has paid an application screening fee and who is the subject of that report, if so requested by the applicant. This bill would require, under the circumstances described above, that the consumer credit report be given to the applicant within 24 hours.		
<a href="#"><u>AB 499</u></a> <a href="#"><u>Rivas, Luz</u></a>	Introduced 2/7/2023	Assembly Third Reading	<b>Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.</b> Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization. The bill would require the authority, on or before January 1, 2028, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. These provisions would be repealed on January 1, 2029.		
<a href="#"><u>AB 500</u></a> <a href="#"><u>Davies</u></a>	Amended 2/27/2023	Assembly Judiciary	<b>Rent increases: noticing.</b> Current law requires a landlord of a residential dwelling to give notice at least a specified number of days, either 30 or 90, before the effective date of the change based upon the percentage increase in the amount of rent charged to the tenant at any time during the 12 months before the effective date of the increase, either in and of itself or when combined with any other rent increases for the 12 months before the effective date of the increase. Current law authorizes a landlord of a residential dwelling to give notice either by personal service or mail, as specified. This bill would additionally authorize a landlord of a residential dwelling to give notice by electronic mail, as defined.		
<a href="#"><u>AB 510</u></a> <a href="#"><u>Jackson</u></a>	Introduced 2/7/2023	Assembly Print	<b>Local land trusts.</b> The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires that the housing element include an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, existing law		



			requires that the local government rezone sites within specified time periods. Current law prescribes requirements for the disposal of surplus land, as defined, by a local agency. Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. This bill would require each city and county to establish a local land trust, as defined, for the purposes of holding and developing real property within the jurisdiction. The bill would require the local land trust to be governed by the city council or board of supervisors of the local government.		
<a href="#"><u>AB 519</u></a> <a href="#"><u>Schiavo</u></a>	Introduced 2/7/2023	Assembly Housing and Community Development	<b>Affordable housing: consolidated funding application process.</b> Would require the Department of Housing and Community Development, by July 1, 2024, to establish a workgroup to develop a consolidated application for the purposes of obtaining grants, loans, tax credits, credit enhancement, and other types of financing for building affordable housing, and developing a coordinated review process for the application. The bill would require the workgroup to include representatives of the department, the California Housing Finance Agency, the California Tax Credit Allocation Committee, and the California Debt Limit Allocation Committee. The bill would require the workgroup to identify a lead agency by October 1, 2024 to receive the application and to work directly with applicants and specify the responsibilities of the lead agency. The bill would require the application to follow certain procedures.		
<a href="#"><u>AB 529</u></a> <a href="#"><u>Gabriel</u></a>	Amended 3/30/2023	Assembly Local Government	<b>Adaptive reuse projects.</b> Current law, for award cycles commenced after July 1, 2021, awards a city, county, or city and county, that has adopted a housing element determined by the Department of Housing and Community Development to be in substantial compliance with specified provisions of the Planning and Zoning Law and that has been designated by the department as prohousing based upon their adoption of prohousing local policies, as specified, additional points in the scoring of program applications for housing and infrastructure programs pursuant to guidelines adopted by the department, as provided. Current law defines "prohousing local policies" as policies that facilitate the planning, approval, or construction of housing, including, but not limited to, local financial incentives for housing, reduced parking requirements for sites that are zoned for residential development, and the adoption of zoning allowing for use by right for residential and mixed-use development. This bill would add the facilitation of the conversion or redevelopment of commercial properties into housing, including the adoption of adaptive reuse, as defined, ordinances or other mechanisms that reduce barriers for these conversions, to the list of specified prohousing local policies.		
<a href="#"><u>AB 531</u></a> <a href="#"><u>Irwin</u></a>	Introduced 2/8/2023	Assembly M. & V.A.	<b>Veterans Housing and Homeless Prevention Bond Act of 2024.</b> The Veterans Housing and Homeless Prevention Bond Act of 2014 (the 2014 bond act) authorizes the issuance of bonds in the amount of \$600,000,000, as specified, for expenditure by the California Housing Finance Agency, the Department of Housing and Community Development, and the Department of Veterans Affairs to		

			provide housing to veterans and their families pursuant to the Veterans Housing and Homeless Prevention Act of 2014 (VHHPA). This bill would enact the Veterans Housing and Homeless Prevention Bond Act of 2024 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the VHHPA. The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act.		
<a href="#"><u>AB 540</u></a> <a href="#"><u>Wicks</u></a>	Introduced 2/8/2023	Assembly Transportation	<b>Social Service Transportation Improvement Act: coordinated transportation services agencies.</b> The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services, including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds. This bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies.		
<a href="#"><u>AB 550</u></a> <a href="#"><u>Schiavo</u></a>	Amended 4/5/2023	Assembly Housing and Community Development	<b>Homelessness: point-in-time count results: meetings.</b> The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify the existing and projected housing needs of all economic segments of the community. Current federal law requires a continuum of care, a group organized under the federal McKinney-Vento Homeless Assistance Act, to develop a plan that includes planning for and conducting, at least biennially, a point-in-time count of homeless persons within the geographic area. Current law requires that information from the point-in-time count be used to, among other things, allocate funding for the Homeless Emergency Aid program and Homeless Housing, Assistance, and Prevention program. This bill would require a city, county, and city and county, within 60 days after the local continuum of care releases the results of a point-in-time count for a city, county, or city and county's jurisdiction, to, among other things, agendaize the point-in-time count results at a meeting of the city, county, or city and county and present the steps the city, county, or city and county is taking to prevent and end homelessness, including, but not limited to, consideration of specified actions.		
<a href="#"><u>AB 572</u></a> <a href="#"><u>Haney</u></a>	Amended 4/5/2023	Assembly Housing and Community Development	<b>Common interest developments: imposition of assessments.</b> The Davis-Stirling Common Interest Development Act defines and regulates common interest developments, including the establishment and imposition of assessments. Current law limits increases in regular assessments and the aggregate of special assessments that the board may impose in any fiscal year without the approval of a majority of a quorum of members, as specified. This bill would prohibit the increase of a regular assessment on the owner of a deed-restricted affordable housing unit that is more than 5% greater than the preceding regular		

			assessment for the association's preceding fiscal year, except as provided.		
<a href="#"><u>AB 578</u></a> <a href="#"><u>Berman</u></a>	Introduced 2/8/2023	Assembly Appropriations	<b>Multifamily Housing Program: No Place Like Home Program.</b> Current law requires the Department of Housing and Community Development to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development for specified activities. Current law requires the principal and accumulated interest of a loan issued under the Multifamily Housing Program is due and payable upon the term of the loan. In this regard, current law prohibits the amount of the required loan payments from exceeding 0.42% per annum for the first 30 years of the loan term.		
<a href="#"><u>AB 610</u></a> <a href="#"><u>Holden</u></a>	Introduced 2/9/2023	Assembly Appropriations	<b>Youth Transit Pass Pilot Program: free youth transit passes.</b> Would, upon the appropriation of moneys by the Legislature, create the Youth Transit Pass Pilot Program, administered by the Department of Transportation, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2028, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided.		
<a href="#"><u>AB 637</u></a> <a href="#"><u>Low</u></a>	Amended 3/20/2023	Assembly Housing and Community Development	<b>Density Bonus Law.</b> The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law requires a city or county to grant a proposal for an incentive or concession requested by a developer unless it would not result in identifiable and actual cost reductions, as specified, would have a specific, adverse impact on public health or safety or on specified real property and for which there is no method to avoid or mitigate that impact, as specified, or would be contrary to state or		

			federal law. This bill would additionally except from the requirement that a city or county to grant a proposal an incentive or concession would alter the requirements of a local program, policy, or ordinance that requires, as a condition of the development of residential units, that the development include a certain percentage of residential units that meet specified affordability requirements.		
<a href="#"><u>AB 645</u></a> <a href="#"><u>Friedman</u></a>	Amended 3/30/2023	Assembly Transportation	<b>Vehicles: speed safety system pilot program.</b> Would authorize, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a Speed Safety System Pilot Program if the system meets specified requirements. The bill would require a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. The bill would require a participating city or city and county to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. The bill would also require a participating city or city and county to develop uniform guidelines for, among other things, the processing and storage of confidential information. The bill would designate all photographic, video, or other visual or administrative records, not including data about the number of violations issued or the speeds at which they were issued for, made by a system as confidential, and would only authorize public agencies to use and allow access to these records for specified purposes.		
<a href="#"><u>AB 653</u></a> <a href="#"><u>Reyes</u></a>	Amended 3/23/2023	Assembly Housing and Community Development	<b>Federal Housing Voucher Acceleration Program.</b> Would establish the Federal Housing Voucher Acceleration Program, and would require the Department of Housing and Community Development, upon appropriation by the Legislature, to allocate \$200,000,000, as specified, to establish, administer, and fund a grant application process and award grants to public housing authorities in geographically diverse communities, as determined by the department, on or before July 1, 2024. The bill would authorize applicants to use grant funds to provide specified services to the eligible population. The bill would require the department to allocate grant funds to applicants based upon the number of public housing and Section 8 vouchers maintained by the housing authority and by a housing authority's success rate, defined as the percentage of new voucher families that successfully lease a qualifying unit.		
<a href="#"><u>AB 744</u></a> <a href="#"><u>Carrillo, Juan</u></a>	Introduced 2/13/2023	Assembly Appropriations	<b>California Transportation Commission: data, modeling, and analytic software tools procurement.</b> Current law establishes the California Transportation Commission in the Transportation Agency. Current law vests the California Transportation Commission with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various		

			other transportation funding programs. Upon the appropriation of funds by the Legislature, this bill would require the commission to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state's sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified.		
<a href="#">AB 761</a> <a href="#">Friedman</a>	Introduced 2/13/2023	Assembly Appropriations	<b>Transit Transformation Task Force.</b> Under current law, the Transportation Agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Current law provides for the funding of public transit, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics.		
<a href="#">AB 799</a> <a href="#">Rivas, Luz</a>	Introduced 2/13/2023	Assembly Housing and Community Development	<b>Homeless Housing, Assistance, and Prevention program: Homelessness Accountability Act.</b> Current law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Current law provides for the allocation of funding under the program among continuums of care, cities, and counties in 4 rounds, the first of which is administered by the Business, Consumer Services, and Housing Agency, and the others are administered by the Homeless Coordinating and Financing Council. This bill, the Homelessness Accountability Act, would instead specify that the purpose of the Homeless Housing, Assistance, and Prevention program is to provide ongoing grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by best-practices		

			and to solve homelessness using evidence-based or, where no evidence exists, a data-informed and promising framework, as provided.		
<a href="#"><u>AB 817</u></a> <a href="#"><u>Pacheco</u></a>	Amended 3/16/2023	Assembly Local Government	<b>Open meetings: teleconferencing: subsidiary body.</b> Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to the Ralph M. Brown Act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.		
<a href="#"><u>AB 819</u></a> <a href="#"><u>Bryan</u></a>	Introduced 2/13/2023	Assembly Appropriations	<b>Crimes: public transportation: fare evasion.</b> Current law makes it a crime, punishable as an infraction and subsequently as a misdemeanor, for an adult to evade payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, as specified. Under existing law, a 3rd or subsequent violation of fare evasion or other listed associated violations is a misdemeanor and punishable by a fine of up to \$400 or by imprisonment in a county jail for a period of not more than 90 days, or both. This bill would no longer categorize as a misdemeanor a 3rd or subsequent violation, by an adult, of evading the payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400.		
<a href="#"><u>AB 825</u></a> <a href="#"><u>Bryan</u></a>	Introduced 2/13/2023	Assembly Appropriations	<b>Vehicles: bicycles on sidewalks.</b> Would prohibit a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway or corridor that does not include a Class I, Class II, or Class IV bikeway, as defined. The bill would require a person riding a bicycle upon a sidewalk to yield the right-of-way to pedestrians and to adhere to a 10-miles-per-hour speed limit. By creating a new crime, this bill would impose a state-mandated local program.		
<a href="#"><u>AB 837</u></a> <a href="#"><u>Alvarez</u></a>	Amended 3/30/2023	Assembly Housing and Community Development	<b>Surplus land: exempt surplus land: sectional planning area.</b> Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines terms for these purposes, including, among others, "surplus land" to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency's use. Current law defines "exempt surplus land" to mean, among other things, surplus land that a local agency is exchanging for another property necessary		



			for the agency's use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use. Current law provides that an agency is not required to follow the requirements for disposal of surplus land for "exempt surplus land," except as provided. This bill would provide, until December 31, 2033, that land that is subject to a sectional planning area, as described, that is acquired prior to January 1, 2019, and that met one of several specified conditions on January 1, 2019, is not subject to the above-described requirements for the disposal of surplus land.		
<a href="#">AB 894</a> <a href="#">Friedman</a>	Introduced 2/14/2023	Assembly Local Government	<b>Parking requirements: shared parking.</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. Current law also authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for parking. This bill would require a public agency, as defined, to allow existing land uses with underutilized parking, as defined, to share the underutilized parking with the public, a private entity, a public agency, or other users. The bill would require a public agency to allow shared parking to be counted toward meeting automobile parking requirements for a new or existing development or use, including underutilized parking spaces, when the parking spaces meet specified conditions regarding the distance of the spaces from the applicable site. The bill would require a public agency to accept a parking analysis using peer-reviewed methodologies developed by a professional planning association, as specified, when determining the number of shared parking spaces that can be reasonably shared between different uses.		
<a href="#">AB 914</a> <a href="#">Friedman</a>	Amended 4/10/2023	Assembly Natural Resources	<b>Electrical infrastructure: California Environmental Quality Act: exemptions: review time period.</b> The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from CEQA specified projects relating to electrical substations and electrical line facilities owned by, and constructed by or under contract with, electrical corporations serving not less than 10,000 customers or local publicly owned electric utilities.		
<a href="#">AB 919</a> <a href="#">Kalra</a>	Introduced 2/14/2023	Assembly Judiciary	<b>Residential real property: sale of rental properties: right of first offer.</b> Would require an owner of residential real property, defined to include a single-family residential property that is occupied by a tenant or a multifamily residential property to take various actions before offering the residential real property for sale to any purchaser, soliciting any offer to purchase the residential real property, or otherwise entering into a contract for sale of the residential real property. The bill would exempt certain transfers of a residential real property from its provisions, including, among others, a transfer between spouses, domestic partners, parent and child, siblings,		

			grandparent and grandchild, a transfer pursuant to a court order, and a transfer by eminent domain.		
<a href="#"><u>AB 920</u></a> <a href="#"><u>Bryan</u></a>	Introduced 2/14/2023	Assembly Appropriations	<b>Discrimination: housing status.</b> Current law prohibits discrimination in any program or activity that is conducted, operated, or administered by the state, or by any state agency, that is funded directly by the state, or that receives any financial assistance from the state, based upon specified personal characteristics. This bill would also prohibit discrimination based upon housing status, as defined.		
<a href="#"><u>AB 930</u></a> <a href="#"><u>Friedman</u></a>	Introduced 2/14/2023	Assembly Local Government	<b>Local government: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts.</b> Would authorize the legislative bodies of 2 or more local governments, defined to include a city, county, special district, or transit agency, to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require the Office of Planning and Research (OPR) to develop standards for the formation of RISE districts no later than November 30, 2025. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government.		
<a href="#"><u>AB 932</u></a> <a href="#"><u>Ting</u></a>	Amended 3/30/2023	Assembly Housing and Community Development	<b>Accessory dwelling units: Accessory Dwelling Unit Program: reports.</b> The California Housing Finance Agency (CalHFA) administers the Accessory Dwelling Unit Program, for the purpose of assisting homeowners in qualifying for loans to construct accessory dwelling units and junior accessory dwelling units on the homeowners' property and increasing access to capital for homeowners interested in building accessory dwelling units. Current law requires the CalHFA to convene a working group to develop recommendations for the program, as specified. Current law requires the working group to finish developing recommendations by July 1, 2023, for CalHFA to consider in the next update of its accessory dwelling unit guidelines. This bill would additionally require the working group to report its recommendations to the Legislature by April 1, 2024, as specified. The bill would also require CalHFA to evaluate the program and report CalHFA's findings to the Legislature by January 1, 2025.		
<a href="#"><u>AB 963</u></a> <a href="#"><u>Schiavo</u></a>	Amended 3/30/2023	Assembly Jobs, Economic Development and the Economy	<b>The End the Foster Care-to-Homelessness Pipeline Act.</b> Would enact the End the Foster Care-to-Homelessness Pipeline Act which would establish the End the Foster Care-to-Homelessness Pipeline Program within the I-Bank to guarantee qualified loans made by financial institutions to qualified nonprofit and for-profit businesses for the construction, acquisition, and renovation of housing for current and former foster youth between 18 and 25 years of age and who qualify for specified programs. The bill would require the bank, in determining whether to guarantee a qualified loan, to give preference to counties with high housing inelasticity and high rates of foster youth, as specified. The bill would require the bank to reimburse up to 100% of the guaranteed portion of principal and interest that result from a qualified loan that is in default, not to exceed \$250,000,000, and would require the Controller to transfer moneys from the General Fund to the California Infrastructure and Economic Development Bank Fund, at		



			the direction of the bank, for that purpose.		
<a href="#"><u>AB 976</u></a> <a href="#"><u>Ting</u></a>	Introduced 2/14/2023	Assembly Local Government	<b>Accessory dwelling units: owner-occupancy requirements.</b> The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law requires a local ordinance to require an accessory dwelling unit to be either attached to, or located within, the proposed or existing primary dwelling, as specified, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling. This bill would instead prohibit a local agency from imposing an owner-occupancy requirement on any accessory dwelling unit.		
<a href="#"><u>AB 980</u></a> <a href="#"><u>Friedman</u></a>	Amended 3/13/2023	Assembly Appropriations	<b>Active Transportation Program: report.</b> Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and authorizes the commission to amend the adopted guidelines after conducting at least one public hearing. This bill would require an applicant that receives funding under the program for a project to, within one year of completing the project, submit a report to the commission describing how the project met active transportation goals.		
<a href="#"><u>AB 981</u></a> <a href="#"><u>Friedman</u></a>	Amended 3/20/2023	Assembly Appropriations	<b>State highways: pilot highway maintenance and rehabilitation demonstration projects.</b> Would require the Department of Transportation, beginning in 2025 and ending in 2032, to use cold in-place recycling or partial depth recycling, as defined, on at least 12 projects each year. The bill would require the department, beginning in 2027 and ending in 2032, to use full depth recycling, as defined, on at least 5 projects each year. The bill would require the department to submit an annual report to the Legislature regarding these projects. The bill would repeal its provisions on January 1, 2034.		
<a href="#"><u>AB 990</u></a> <a href="#"><u>Grayson</u></a>	Amended 3/6/2023	Assembly Environmental Safety and Toxic Materials	<b>Water quality: low impact development: infill housing projects.</b> The Porter-Cologne Water Quality Control Act requires the State Water Resources Control Board and the regional boards to, among other things, coordinate their respective activities to achieve a unified and effective water quality control program in the state. Under current law, the State Water Resources Control Board and the California regional water quality control boards prescribe waste discharge requirements in accordance with federal law and the act. This bill would require local agencies to grant all applicable Low Impact Development Treatment Reduction Credits for qualifying infill housing projects in the San Francisco Bay area that have a density of over 25 homes per acre and meet other specified criteria. Because it would require local agencies to provide a higher level of service, the bill would impose a state-mandated local program.		
<a href="#"><u>AB 1035</u></a>	Amended 4/10/2023	Assembly Housing and Community Development	<b>Mobilehome parks: rent caps.</b> Would enact the Mobilehome Affordability Act. The bill would prohibit the management of a		

<a href="#">Muratsuchi</a>			mobilehome park from increasing the gross rental rate for a tenancy for a mobilehome space more than 3% plus the percentage change in the cost of living, as defined, over the course of any 12-month period, as specified. The bill would prohibit management from increasing the gross rental rate for a tenancy in more than 2 increments over a 12-month period, after the tenant maintains the tenancy over a 12-month period. The bill would prohibit management from imposing an increase in rent on a prospective purchaser or homeowner that purchases a mobilehome if the purchase qualifies as an in-place transfer, as specified. The bill would exempt specified mobilehome spaces from these provisions		
<a href="#">AB 1053</a> <a href="#">Gabriel</a>	Amended 3/30/2023	Assembly Appropriations	<b>Housing programs: multifamily housing programs: expenditure of loan proceeds.</b> Current law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. Current law sets forth various general powers of the department in implementing these programs, including authorizing the department to enter into long-term contracts or agreements of up to 30 years for the purpose of servicing loans or grants or enforcing regulatory agreements or other security documents. This bill would authorize a borrower to use any funds approved, reserved, or allocated by the department for purposes of providing a loan under any multifamily housing program under these provisions for construction financing, permanent financing, or a combination of construction financing and permanent financing, as provided.		
<a href="#">AB 1097</a> <a href="#">Rivas, Luz</a>	Amended 3/20/2023	Assembly Revenue and Taxation	<b>Use tax: registration: qualified purchaser.</b> Current sales and use tax law requires a qualified purchaser to register with the California Department of Tax and Fee Administration to facilitate the collection of the use tax. Current law defines “qualified purchaser” for this purpose to include a person that satisfies specified conditions, including that the person receives at least \$100,000 in gross receipts from business operations per calendar year. This bill would amend the definition of qualified purchaser by removing the condition that the person receives at least \$100,000 in gross receipts per calendar year, and would add as a condition that the person makes more than \$100,000 in purchases subject to the use tax per calendar year.		
<a href="#">AB 1114</a> <a href="#">Haney</a>	Amended 3/27/2023	Assembly Housing and Community Development	<b>Planning and zoning: housing development projects: postentitlement phase permits.</b> Current law relating to housing development approval requires a local agency to compile a list of information needed to approve or deny a postentitlement phase permit, to post an example of a complete, approved application and an example of a complete set of postentitlement phase permits for at least 5 types of housing development projects in the jurisdiction, as specified, and to make those items available to all applicants for these permits no later than January 1, 2024. Current law defines “postentitlement phase permit” to include all nondiscretionary permits		

			and reviews filed after the entitlement process has been completed that are required or issued by the local agency to begin construction of a development that is intended to be at least 2/3 residential, excluding discretionary and ministerial planning permits, entitlements, and certain other permits and reviews. This bill would modify the definition of “postentitlement phase permit” to also include all building permits and other permits issued under the California Building Standards Code or any applicable local building code for the construction, demolition, or alteration of buildings, whether discretionary or nondiscretionary.		
<a href="#">AB 1183</a> <a href="#">Holden</a>	Amended 3/14/2023	Assembly Local Government	<b>Streamlined housing projects: construction permits: notice.</b> The Planning and Zoning Law 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 is a multifamily housing development that contains 2 or more residential units and the development proponent commits to record, prior to the issuance of the first building permit, a land use restriction or covenant providing that any lower or moderate-income housing units remain available at affordable housing costs or rent to persons and families of lower or moderate income for no less than 55 years or 45 years, as specified. This bill, if a city or county approves a construction project through the expedited, streamlined permitting described above, would require the city or county to require the development proponent to place a sign of reasonable dimensions and design on the parcel in which the project is located that includes specified information, including the development proponent’s contact information, the construction permit numbers, and a brief project description.		
<a href="#">AB 1287</a> <a href="#">Alvarez</a>	Amended 3/21/2023	Assembly Housing and Community Development	<b>Density Bonus Law: additional density bonus and incentives or concessions: California Coastal Act of 1976.</b> Would require a city, county, or city and county to grant an additional density bonus, calculated as specified, when an applicant proposes to construct a housing development that conforms to specified requirements and provides 24% of the base density units to lower income households, conforms to specified requirements and provides 15% of the base density units to very low income households, or conforms to specified requirements and provides 44% of the total units to moderate-income units. The bill would require a city, county, or city and county to grant additional incentives or concessions for a project that meets any of those categories and also includes certain percentages of units for persons and families of moderate income. By imposing additional duties on local officials in administering the Density Bonus Law, this bill would create a state-mandated local program.		
<a href="#">AB 1308</a> <a href="#">Quirk-Silva</a>	Amended 3/30/2023	Assembly Housing and Community Development	<b>Planning and Zoning Law: single-family residences: parking requirements.</b> The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances that regulate the use of buildings, structures, and land as between industry, business,		

			residences, open space, and other purposes. This bill would prohibit a public agency, as defined, from increasing the minimum parking requirement that applies to a single-family residence as a condition of approval of a project to remodel, renovate, or add to a single-family residence, except as specified. By imposing additional duties on local officials, the bill would impose a state-mandated local program.		
<a href="#"><u>AB 1317</u></a> <a href="#"><u>Carrillo, Wendy</u></a>	Amended 3/13/2023	Assembly Judiciary	<b>Unbundled parking.</b> Would require the owner of residential property that provides parking with a residential property to unbundle parking from the price of rent, as specified. The bill would define “unbundled parking” as the practice of selling or leasing parking spaces separate from the lease of the residential use. The bill would provide a tenant of a residential property with a right of first refusal to parking spaces built for their unit, as specified. The bill, for residential properties where unbundled parking is not possible, would require an owner of residential property to provide a tenant with an annual itemization of the market rate cost of parking, as defined, for the parking spaces that are included in their lease. The bill would exempt residential properties with individual garages that are functionally a part of the property from these provisions.		
<a href="#"><u>AB 1318</u></a> <a href="#"><u>Rivas, Luz</u></a>	Introduced 2/16/2023	Assembly Natural Resources	<b>California Environmental Quality Act: exemption: residential 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 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. This bill would expand the exemption by increasing the size of a residential project that would qualify for the exemption to include a project of not more than 5 acres in total area. The bill would require a lead agency approving an exempt residential project on an urbanized infill site to file a notice of exemption with the Office of Planning and Research, as specified. This bill contains other related provisions and other existing laws.		
<a href="#"><u>AB 1319</u></a> <a href="#"><u>Wicks</u></a>	Amended 3/16/2023	Assembly Natural Resources	<b>Bay Area Housing Finance Authority: housing revenue.</b> The San Francisco Bay Area Regional Housing Finance Act provides the Bay Area Housing Finance Agency with various powers, including the power to place a measure on the ballot to raise revenue and allocate funds throughout the San Francisco Bay area, apply for and receive grants or loans from public and private entities, incur and issue bonds and other indebtedness, and otherwise incur liabilities or obligations. Current law authorizes a city or county, or an agency created pursuant to a joint powers agreement, to issue revenue bonds to defray the costs of acquiring home mortgages or making loans to lending institutions in order to enable them to make home mortgages, and the costs of studies and surveys, insurance premiums, underwriting fees, legal, accounting	Sponsor	Sponsor

			and marketing services incurred in connection with the issuance and sale of bonds, as specified. This bill would authorize the authority to issue mortgage revenue bonds, pursuant to provisions described above; acquire, hold, develop, operate, and dispose of real property; and create one or more California limited liability companies of which the authority is the sole member.		
<a href="#"><u>AB 1334</u></a> <a href="#"><u>Pellerin</u></a>	Introduced 2/16/2023	Assembly Housing and Community Development	<b>Mobilehome parks: additional spaces: exemption from additional fees or charges.</b> Current law, the Mobilehome Parks Act, generally regulates various classifications of mobilehome and related vehicle parks, and imposes enforcement duties on the Department of Housing and Community Development and local enforcement agencies. The act authorizes any person to file an application with the governing body of a city or county for a conditional use permit for a mobilehome park. The act requires a person, before operating a mobilehome park, and each year thereafter, to obtain a valid permit from the enforcement agency in order to operate the park. The act also requires the owner of a mobilehome park to obtain a permit to create, move, shift, or alter park lot lines. This bill would authorize an owner of an existing mobilehome park that is subject to, or intends to qualify for, a valid permit to operate the park, to apply to the enforcement agency to add additional spaces to the mobilehome park not to exceed 10% of the previously approved number of spaces in the mobilehome park. The bill would exempt the additional spaces from any business tax, local registration fee, use permit fee, or other fee that does not apply to the existing spaces in the park. This bill contains other related provisions and other existing laws.		
<a href="#"><u>AB 1335</u></a> <a href="#"><u>Zbur</u></a>	Introduced 2/16/2023	Assembly Appropriations	<b>Local government: transportation planning and land use: sustainable communities strategy.</b> Would, commencing January 1, 2024, would require each transportation planning agency to follow certain population projection procedures when updating the regional transportation plan. The bill would require the sustainable communities strategy to be based on population projections produced by the Department of Finance and regional population forecasts used in determining applicable city and county regional housing needs, in consultation with each council of governments. The bill would impose similar reconciliation procedures, as described above, when there are differences in the population forecast provided by the council of governments and the Department of Finance. By imposing additional duties on transportation planning agencies, the bill would impose a state-mandated local program.		
<a href="#"><u>AB 1385</u></a> <a href="#"><u>Garcia</u></a>	Amended 3/23/2023	Assembly Local Government	<b>Riverside County Transportation Commission: transaction and use tax.</b> Current law authorizes the Riverside County Transportation Commission to impose a transactions and use tax for transportation purposes subject to approval of the voters, which, pursuant to the California Constitution, requires approval of 2/3 of the voters. Current law limits the commission to a 1% maximum tax rate, and requires the commission's tax or taxes to be levied at a rate divisible by 1/4%, unless a different rate is specifically authorized by statute. This bill would raise the maximum tax rate the commission may impose from		

			1% to 1.5%. This bill would make legislative findings and declarations as to the necessity of a special statute for the County of Riverside.		
<a href="#"><u>AB 1386</u></a> <a href="#"><u>Gabriel</u></a>	Amended 3/21/2023	Assembly M. & V.A.	<b>Veterans housing: tenant referrals.</b> The Veterans Housing and Homeless Prevention Act of 2014 requires the California Housing Finance Agency, the Department of Housing and Community Development, and the Department of Veterans Affairs (referred to collectively as “the departments”) to establish and implement programs that focus on veterans at risk for homelessness or experiencing temporary or chronic homelessness, as specified. Current law requires the departments to ensure at least 50% of funds awarded for capital development are used to provide housing to veterans with extremely low incomes, and requires that at least 60% of units funded targeting extremely low income households are supportive housing. This bill would authorize an entity tasked with making referrals of units targeted to extremely low income households to match prospective tenants with incomes at 60% of the area median income, as defined, in the event that an eligible tenant is unable to be matched to and accept placement in an available unit. The bill would require an entity tasked with making referrals to these units to make a good faith effort to match a tenant with an extremely low income, document these good faith efforts, and make this documentation available to the departments upon request.		
<a href="#"><u>AB 1418</u></a> <a href="#"><u>McKinnor</u></a>	Introduced 2/17/2023	Assembly Judiciary	<b>Tenancy: local regulations: contact with law enforcement or criminal convictions.</b> Current law prohibits a local agency from authorizing or requiring the imposition of a penalty against a resident, owner, tenant, landlord, or other person as a consequence of law enforcement or emergency assistance being summoned by certain individuals, including a victim of abuse or crime, as specified. This bill would prohibit a local government from, among other things, imposing a penalty against a resident, owner, tenant, landlord, or other person as a consequence of contact with a law enforcement agency, as specified. The bill similarly would prohibit a local government from requiring or encouraging a landlord to perform a criminal background check of a tenant or a prospective tenant, or to evict or penalize a tenant because of the tenant’s association with another tenant or household member who has had contact with a law enforcement agency or has a criminal conviction. The bill would preempt inconsistent local rules and regulations and prescribe remedies for violations. The bill would require a local government to repeal, or bring into compliance, an inconsistent local ordinance, rule, policy, or regulation within one year of the effective date of the provisions.		
<a href="#"><u>AB 1464</u></a> <a href="#"><u>Connolly</u></a>	Amended 3/23/2023	Assembly Transportation	<b>Richmond-San Rafael Bridge.</b> Existing law establishes state-owned toll bridges in the San Francisco Bay area, including the Richmond-San Rafael Bridge. Under existing law, the Bay Area Toll Authority is responsible for the administration of the toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls, operate, maintain, and provide rehabilitation of the state-owned toll bridges in the San Francisco Bay area and to be responsible for the		



			design and construction of improvements on those bridges in accordance with programming and scheduling requirements adopted by the Bay Area Toll Authority. This bill would require the department and the authority, if they develop a project to open the 3rd lane on the westbound level of the Richmond-San Rafael Bridge to motor vehicle traffic, to consider operating the Richmond-San Rafael Bridge in a specified manner.		
<a href="#"><u>AB 1485</u></a> <a href="#"><u>Haney</u></a>	Amended 3/28/2023	Assembly Housing and Community Development	<b>Housing element: enforcement: Attorney General.</b> Current law authorizes the Department of Housing and Community Development to notify the office of the Attorney General, that a city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to the housing element does not substantially comply with specified provisions of the Planning and Zoning Law, or that the local government has taken action or failed to act in violation of specified provisions of law relating to housing, including, among others, the Housing Accountability Act, the Density Bonus Law, and the Housing Crisis Act of 2019. Current law provides that an intervention takes place when a nonparty becomes a party to an action or proceeding between other persons by, among other things, joining a plaintiff in claiming what is sought by the complaint. Current law requires the court to permit a nonparty to intervene in the action or proceeding if a provision of law confers an unconditional right to intervene. This bill would permit both the department and the office of the Attorney General to intervene as a matter of unconditional right in any legal action addressing a violation of the specified housing laws described above, including, among others, the Housing Accountability Act, the Density Bonus Law, and the Housing Crisis Act of 2019.		
<a href="#"><u>AB 1490</u></a> <a href="#"><u>Lee</u></a>	Amended 4/10/2023	Assembly Housing and Community Development	<b>Affordable housing development projects: adaptive reuse.</b> Current law requires the Department of Housing and Community Development to give priority with respect to funding under the Multifamily Housing Program to projects that prioritize adaptive reuse in existing developed areas served with public infrastructure, as specified. Current law establishes various streamlined, ministerial review processes for housing development proposals meetings specified standards. This bill would define adaptive reuse as the retrofitting and repurposing of an existing building to create new residential units. The bill would require a local government to approve a development proposal for a multifamily housing development project that is an adaptive reuse project and that meets specified affordability and site requirements, including that 100% of the units be made available for lower income households, 50% of which shall be made available to very low income households, pursuant to a streamlined, ministerial review process.		
<a href="#"><u>AB 1505</u></a> <a href="#"><u>Rodriguez</u></a>	Introduced 2/17/2023	Assembly Emergency Management	<b>Seismic retrofitting: soft story multifamily housing.</b> Current law establishes the Seismic Retrofitting Program for Soft Story Multifamily Housing for the purposes of providing financial assistance to owners of soft story multifamily housing for seismic retrofitting to protect individuals living in multifamily housing that have been determined to be at risk of collapse in earthquakes, as specified. Current law also establishes the Seismic Retrofitting Program for Soft		

			<p>Story Multifamily Housing Fund, and its subsidiary account, the Seismic Retrofitting Account, within the State Treasury. Current law provides that the Legislature will appropriate \$250,000,000 from the General Fund in the 2023–24 Budget Act to the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund for the purposes of carrying out the program. Current law requires the California Residential Mitigation Program to develop and administer the program, as specified. Current law makes these provisions inoperative on July 1, 2042, and repeals them as of January 1, 2043. This bill would, instead, appropriate \$250,000,000 from the General Fund to the CRMP for the purpose of implementing the Seismic Retrofitting Program for Soft Story Multifamily Housing.</p>		
<a href="#">AB 1508</a> <a href="#">Ramos</a>	Amended 4/10/2023	Assembly Housing and Community Development	<p><b>Department of Housing and Community Development: California Statewide Housing Plan.</b> Current law establishes the California Statewide Housing Plan to serve as a state housing plan for all relevant purposes. Current law requires that the plan incorporate, among other things, a statement of housing goals, policies, and objectives, and requires the Department of Housing and Community Development (department) to update and provide a revision of the plan to the Legislature every 4 years, as specified. Current law requires each update and revision to the plan occurring on or after January 1, 2023, to include an inventory of the number of affordable units needed to meet the state’s affordable housing needs for the plan period and to incorporate technical updates and provide technical recommendations, as specified. This bill would require each update and revision to the plan to also include (1) an analysis of first-time home buyer assistance policies, goals, and objectives; (2) recommendations for actions that will contribute to increasing homeownership opportunities for first-time home buyers in California; and (3) an evaluation and summary of demographic disparities in homeownership attainment in California, as specified.</p>		
<a href="#">AB 1525</a> <a href="#">Bonta</a>	Amended 3/16/2023	Assembly Transportation	<p><b>Transportation Agency: allocations for projects in priority populations.</b> Would require the Transportation agency, on and after July 1, 2024, to ensure that at least 60% of the moneys allocated for agency, Department of Transportation, or California Transportation Commission projects, as defined, are allocated for projects that are located in priority populations, as defined, address an important need of priority populations, and provide at least 5 direct, meaningful, and assured benefits, or additional cobenefits, to priority populations, as specified. The bill would require the agency to evaluate each agency, Department of Transportation, or California Transportation Commission project to determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population, and to, on or before July 1, 2024, develop and adopt criteria and an evaluation process for that purpose. The bill would require the agency to select a third-party governmental entity to audit and review that criteria, the agency’s evaluation of those projects, and the allocations made for purposes of meeting the requirement that 60%</p>		



			of those moneys benefit priority populations, as specified.		
<a href="#"><u>AB 1532</u></a> <a href="#"><u>Haney</u></a>	Introduced 2/17/2023	Assembly Housing and Community Development	<b>Office conversion projects.</b> The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes, among other mandatory elements, a housing element. Under that law, supportive housing, as defined, is a use by right in zones where multifamily and mixed uses are permitted if the developer provides the planning agency with a plan for providing supportive services and the proposed housing development meets specified criteria. This bill would make an office conversion project, as defined, that meets certain requirements a use by right in all areas regardless of zoning. The bill would define “office conversion project” to mean the conversion of a building used for office purposes or a vacant office building into residential dwelling units. The bill would define “use by right” to mean that the city or county’s review of the office conversion may not require a conditional use permit, planned unit development permit, or other discretionary city or county review or approval that would constitute a “project” for purposes of the California Environmental Quality Act, as specified.		
<a href="#"><u>AB 1580</u></a> <a href="#"><u>Carrillo, Juan</u></a>	Introduced 2/17/2023	Assembly U. & E.	<b>Air pollution: electric vehicle infrastructure.</b> The federal Infrastructure Investment and Jobs Act of 2021 establishes the federal National Electric Vehicle Infrastructure Formula Program to provide funding for each fiscal year until fiscal year 2026 to the states to strategically deploy electric vehicle charging stations and to establish an interconnected network to facilitate data collection, access, and reliability. This bill would require the commission and the Department of Transportation, on or before June 30, 2024, to jointly develop a State Electric Vehicle Infrastructure Deployment Plan that is consistent with federal requirements and guidance provided by the federal National Electric Vehicle Infrastructure Formula Program. The bill would require the commission and the department to update the plan each January thereafter. The bill would require the plan and the updates to be submitted to the Joint Legislative Budget Committee and all relevant policy and fiscal committees of the Legislature. The bill would authorize the commission and the department to submit the updates to the plan in conjunction with, or as a part of, the draft investment plan for the Clean Transportation Program. The bill would be inoperative on a specified date and would be repealed on January 1 of the year thereafter. This bill contains other existing laws.		
<a href="#"><u>AB 1587</u></a> <a href="#"><u>Ting</u></a>	Amended 4/10/2023	Assembly Housing and Community Development	<b>Multifamily Housing Program: report on use of funds.</b> Current law establishes the Multifamily Housing Program, administered by the Department of Housing and Community Development. Existing law requires that funds appropriated to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic be disbursed in accordance with the Multifamily Housing Program for specified uses, including as grants to cities, counties, and cities and counties. Current law requires the department, in coordination with the Business, Consumer Services, and Housing Agency, to report to		

			specified committees of the Legislature on the use of these funds, as provided, on or before April 1, 2021. Current law requires the report to include specified information, including the location of any properties for which the funds are used and the number of usable housing units produced, or planned to be produced, using the funds. This bill would revise the reporting requirement described above by requiring the department to report on the use of those funds on or before July 1, 2026.		
<a href="#">AB 1630</a> <a href="#">Garcia</a>	Amended 3/21/2023	Assembly Housing and Community Development	<b>Planning and zoning: housing development approvals: student housing projects.</b> Would enact The Student Housing Crisis Act of 2023. The bill would require a city, county, or city and county to classify student and faculty and staff housing as a permitted use on all real property within 1,000 feet of a university campus, as defined, for zoning purposes. The bill would require a proposed student or faculty and staff housing project, as defined, to be considered ministerially, without discretionary review or a hearing, if specified requirements are met, including that a minimum of 20% of the units in the project be rented by students or faculty and staff of the university. The bill would prohibit a local agency from imposing or enforcing on a student or faculty and staff housing project subject to ministerial consideration certain restrictions, including a minimum automobile parking requirement. The bill would require student or faculty and staff housing to have certain recorded deed restrictions, except as provided, that ensure for at least 55 years that, among other things, at least 20% of the units are affordable to lower income households, as defined, except as provided. In connection with an application submitted pursuant to these provisions, the bill would require a city, county, or city and county to take specified actions, including, upon the request of the applicant, provide a list of permits and fees that are required by the city, county, or city and county. By imposing new duties on local jurisdictions, this bill would impose a state-mandated local program.		
<a href="#">AB 1633</a> <a href="#">Ting</a>	Introduced 2/17/2023	Assembly Housing and Community Development	<b>Housing Accountability Act: disapprovals: California Environmental Quality Act.</b> Existing law, the Housing Accountability Act, prohibits a local agency from disapproving a housing development project, as described, unless it makes certain written findings based on a preponderance of the evidence in the record. This bill would define “disapprove the housing development project” as also including any instance in which a local agency fails to issue a project an exemption from CEQA for which it is eligible, as described, or fails to adopt a negative declaration or addendum for the project, to certify an environmental impact report for the project, or to approve another comparable environmental document, if certain conditions are satisfied. Among other conditions, the bill would require a housing development project subject to these provisions to be located within an urbanized area, as defined, and meet or exceed 15 dwelling units per acre. By imposing additional duties on local officials, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.		
<a href="#">AB 1657</a>	Introduced	Assembly Housing and	<b>The Affordable Housing Bond Act of 2024.</b> Under existing law,		

<a href="#">Wicks</a>	2/17/2023	Community Development	there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Affordable Housing Bond Act of 2024, which, if adopted, would authorize the issuance of bonds in the amount of \$ _____ pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and homeownership programs, as provided. This bill contains other related provisions.		
<a href="#">AB 1702</a> <a href="#">Hart</a>	Introduced 2/17/2023	Assembly Print	<b>Active Transportation Program.</b> Current law establishes the Active Transportation Program in the Department of Transportation for purposes of encouraging increased use of active modes of transportation, such as biking and walking. This bill would make nonsubstantive changes to that provision.		
<a href="#">AB 1735</a> <a href="#">Low</a>	Introduced 2/17/2023	Assembly Transportation	<b>Transit districts: prohibition orders.</b> Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would provide that the Santa Clara Valley Transportation Authority is a transit district for purposes of these provisions regarding prohibition orders.		
<a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a>	Introduced 12/5/2022	Assembly Print	<b>Local government financing: affordable housing and public infrastructure: voter approval.</b> The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for	Support and Seek Amendments	Support and Seek Amendments

			these purposes that is submitted at the same election as this measure.		
<a href="#"><u>ACA 3</u></a> <a href="#"><u>Lee</u></a>	Introduced 1/19/2023	Assembly Revenue and Taxation	<b>Wealth tax: appropriation limits.</b> Would authorize the Legislature to impose a tax upon all forms of personal property or wealth, whether tangible or intangible, and would require any tax so imposed to be administered and collected by the Franchise Tax Board and the Department of Justice, as determined by the Legislature in statute. The measure would authorize the Legislature to classify any form of personal property or wealth for differential taxation or for exemption by a majority vote.		
<a href="#"><u>ACA 10</u></a> <a href="#"><u>Haney</u></a>	Introduced 3/6/2023	Assembly Print	<b>Fundamental human right to housing.</b> The California Constitution enumerates various personal rights, including the right to enjoy and defend life and liberty, acquiring, possessing, and protecting property, and pursuing and obtaining safety, happiness, and privacy. This measure would declare that the state recognizes the fundamental human right to adequate housing for everyone in California. The measure would make it the shared obligation of state and local jurisdictions to respect, protect, and fulfill this right, by all appropriate means, as specified.		
<a href="#"><u>SB 4</u></a> <a href="#"><u>Wiener</u></a>	Amended 3/28/2023	Senate Gov. & F.	<b>Planning and zoning: housing development: higher education institutions and religious institutions.</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. That 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. The Zenovich-Moscone-Chacon Housing and Home Finance Act establishes the California Tax Credit Allocation Committee within the Department of Housing and Community Development. Current law requires the committee to allocate state low-income housing tax credits in conformity with state and federal law that establishes a maximum rent that may be charged to a tenant for a project unit constructed using low-income housing tax credits. This bill would require that a housing development project be a use by right upon the request of an applicant who submits an application for streamlined approval, on any land owned by an independent institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria, including that the development is not adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use. The bill would define various terms for these purposes.		
<a href="#"><u>SB 7</u></a> <a href="#"><u>Blakespear</u></a>	Amended 4/10/2023	Senate Housing	<b>The Homeless Housing Obligation Act.</b> Current law establishes various programs to address homelessness, including requiring the Governor to create an Interagency Council on Homelessness and establishing the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or		

			develop local capacity to address their immediate homelessness challenges, as specified. This bill, on or before January 1, 2025, and annually thereafter, would require each city and county to complete a point-in-time count, as defined, of individuals that are persons within its jurisdiction and to post the point-in-time count on its internet website. The bill would require each city and county to provide housing fit for habitation for homeless individuals within its jurisdiction, based on those point-in-time counts. The bill would require each city and county develop a housing obligation plan that includes specified information to fulfill its housing obligation and post the plan to its internet website.		
<a href="#">SB 12</a> <a href="#">Stern</a>	Introduced 12/5/2022	Senate Appropriations	<b>California Global Warming Solutions Act of 2006: emissions limit.</b> Under the California Global Warming Solutions Act of 2006, the State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.		
<a href="#">SB 17</a> <a href="#">Caballero</a>	Amended 2/28/2023	Senate Housing	<b>Senior housing: tax credits.</b> Current law, enacted to implement a specified low-income housing tax credit established by federal law, requires the California Tax Credit Allocation Committee to annually determine and allocate the state ceiling in accordance with those provisions and in conformity with federal law. Current law requires that specified amounts of the low-income housing tax credits be set aside for allocation to rural areas, small developments, and farmworker housing, as specified. This bill would require that the percentage of the federal ceiling on low-income housing tax credits that is awarded for projects restricted to senior citizens not be less than the percentage of lower income renter households in the state that are lower income elderly renter households, as specified.		
<a href="#">SB 18</a> <a href="#">McGuire</a>	Amended 3/22/2023	Senate Housing	<b>Housing programs: Tribal Housing Reconstitution and Resiliency Act.</b> Current law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency and makes the department responsible for administering various housing programs throughout the state, including, among others, the Multifamily Housing Program, the CalHOME Program, and the California Emergency Solutions Grants Program. The Administrative Procedure Act generally governs the procedure for the adoption, amendment, or repeal of regulations by state agencies and for the review of those regulatory actions by the Office of Administrative Law. This bill would enact the Tribal Housing Reconstitution and Resiliency Act and would create the Tribal Housing Grant Program Trust Fund. The bill would require the fund, upon annual appropriation from the Legislature, to be allocated in		

			accordance with a specified formula, as provided. The bill would exempt rules, policies, and standards of general application issued by the department for the purpose of implementing these provisions from the Administrative Procedure Act.		
<a href="#"><u>SB 20</u></a> <a href="#"><u>Rubio</u></a>	Introduced 12/5/2022	Senate Gov. & F.	<b>Joint powers agreements: regional housing trusts.</b> Would authorize 2 or more cities, by entering into a joint powers agreement pursuant to the Joint Exercise of Powers Act, to create a regional housing trust for the purposes of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their jurisdictions. The bill would require a regional housing trust created pursuant to these provisions to be governed by a board of directors consisting of a minimum of 9 directors, as specified. The bill would authorize a regional housing trust to fund the planning and construction of housing, receive public and private financing and funds, and authorize and issue bonds, as specified. The bill would require the joint powers agreement establishing the regional housing trust to incorporate specified annual financial reporting and auditing requirements.		
<a href="#"><u>SB 31</u></a> <a href="#"><u>Jones</u></a>	Amended 3/22/2023	Senate Public Safety	<b>Encampments: sensitive areas: penalties.</b> Would prohibit a person from sitting, lying, sleeping, or storing, using, maintaining, or placing personal property upon any street, sidewalk, or other public right-of-way within 1000 feet of a sensitive area, as defined. The bill would specify that a violation of this prohibition is a public nuisance that can be abated and prevented, as provided. The bill would also provide that a violation of the prohibition may be charged as a misdemeanor or an infraction, at the discretion of the prosecutor. The bill would prohibit a person from being found in violation of the bill's provisions unless provided notice, at least 72 hours before commencement of any enforcement action, as provided. By imposing criminal penalties for a violation of these provisions, this bill would impose a state-mandated local program.		
<a href="#"><u>SB 34</u></a> <a href="#"><u>Umberg</u></a>	Amended 2/22/2023	Senate Gov. & F.	<b>Surplus land disposal: violations: Orange County.</b> Would, until January 1, 2030, would require the County of Orange, or any city located within Orange County, if notified by the Department of Housing and Community Development that its planned sale or lease of surplus land is in violation of existing law, to cure or correct the alleged violation within 60 days, as prescribed. The bill would prohibit an Orange County jurisdiction that has not cured or corrected any alleged violation from disposing of the parcel until the department determines that it has complied with existing law or deems the alleged violation not to be a violation.		
<a href="#"><u>SB 35</u></a> <a href="#"><u>Umberg</u></a>	Amended 3/21/2023	Senate Health	<b>Community Assistance, Recovery, and Empowerment (CARE) Court Program.</b> The Community Assistance, Recovery, and Empowerment (CARE) Act, authorizes specified adult persons to petition a civil court to create a voluntary CARE agreement or a court-ordered CARE plan and implement services, to be provided by county behavioral health agencies, to provide behavioral health care, including stabilization medication, housing, and other enumerated services, to adults who are currently experiencing a severe mental		



			illness and have a diagnosis identified in the disorder class schizophrenia and other psychotic disorders, and who meet other specified criteria. Current law authorizes CARE Act proceedings to commence in the county where the respondent resides, is found, or is facing criminal or civil proceedings. Current law requires the act to be implemented with technical assistance and continuous quality improvement, as specified, including expected start dates for specified counties. Current law also requires the State Department of Health Care Services to implement guidelines under which counties can apply for and be provided additional time to implement the above-described provisions. Current law authorizes the department to grant an extension once, and no later than December 1, 2025. This bill would instead authorize the department to grant an extension no later than December 15, 2025.		
<a href="#">SB 37</a> <a href="#">Caballero</a>	Amended 3/13/2023	Senate Human Services	<b>Older Adults and Adults with Disabilities Housing Stability Act.</b> Current law establishes various programs to address homelessness, including requiring the Governor to create an Interagency Council on Homelessness and establishing the Homeless Emergency Aid program for the purpose of providing localities with one-time grant funds to address their immediate homelessness challenges, as specified. Current law commits to the Department of Housing and Community Development the administration of various housing assistance programs, including provisions relating to residential hotel rehabilitation and tasks the department, in consultation with each council of governments, with the determination of each region's existing and projected housing need. This bill would, upon an appropriation by the Legislature for this express purpose, require the Department of Housing and Community Development, commencing January 1, 2024, to begin developing the Older Adults and Adults with Disabilities Housing Stability Program.		
<a href="#">SB 63</a> <a href="#">Ochoa Bogh</a>	Introduced 1/4/2023	Senate Appropriations	<b>Homeless and Mental Health Court and Transitioning Home Grant Programs.</b> Under current law, the Board of State and Community Corrections administers several grant programs, including a mentally ill offender crime reduction grant program, a medication-assisted treatment grant program, and a violence intervention and prevention grant program. This bill would establish two new grant programs until January 1, 2028: the Homeless and Mental Health Court Grant Program that would, subject to an appropriation by the Legislature, be administered by the Judicial Council and provide grants to counties for the purpose of establishing or expanding homeless courts and mental health courts, as specified; and the Transitioning Home Grant Program that would, subject to an appropriation by the Legislature, be administered by the board and provide grants to county sheriffs and jail administrators to fund programs aimed at reducing homelessness among inmates released from custody, as specified.		
<a href="#">SB 72</a> <a href="#">Skinner</a>	Introduced 1/10/2023	Senate Budget and Fiscal Review	<b>Budget Act of 2023.</b> Would make appropriations for the support of state government for the 2023–24 fiscal year.		

<a href="#">SB 84</a> <a href="#">Gonzalez</a>	Amended 3/13/2023	Senate Transportation	<b>Clean Transportation Program: Air Quality Improvement Program: funding.</b> Would expand the purpose of the Clean Transportation Program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill would no longer require the commission to provide certain project preferences. The bill would provide that the goals of the program shall be to advance the state's clean transportation, equity, air quality, and climate emission policies and would require the commission to ensure program investments support specified requirements. The bill would require the commission, on and after January 1, 2025, to expend at least 50% of the moneys appropriated to the program on programs and projects that directly benefit or serve residents of disadvantaged and low-income communities and low-income Californians, and would require at least 50% of funding for tangible location-based investments to be expended in disadvantaged and low-income communities.		
<a href="#">SB 91</a> <a href="#">Umberg</a>	Introduced 1/17/2023	Senate Housing	<b>California Environmental Quality Act: exemption: supportive and transitional housing: motel conversion.</b> Current law, until January 1, 2025, exempts from the California Environmental Quality Act (CEQA) projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. This bill would extend indefinitely the above exemption.		
<a href="#">SB 221</a> <a href="#">Seyarto</a>	Amended 3/7/2023	Senate Gov. & F.	<b>Personal Income Tax Law: Corporation Tax Law: credits: domestic violence survivor housing.</b> The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, allow a credit of \$500 against the taxes imposed by those laws to a qualified taxpayer. The bill would define a qualified taxpayer for this purpose to mean a taxpayer that owns and leases qualified rental property, as defined, to a qualified nonprofit, as defined, pursuant to a lease that satisfies specified requirements. The bill would require the qualified taxpayer to obtain certification, under penalty of perjury, from the qualified nonprofit that the qualified rental property will be used to provide housing to survivors of domestic violence, as provided.		
<a href="#">SB 225</a> <a href="#">Caballero</a>	Amended 3/13/2023	Senate Governmental Organization	<b>Community Anti-Displacement and Preservation Program: statewide contract.</b> This bill would establish the Community Anti-Displacement and Preservation Program (CAPP) to make loans to aq/rehab unrestricted housing units and attach long-term affordability restrictions. HCD would issue an RFQ to select a private sector entity or consortium to manage the program for 5 years. Additionally, HCD could award funding to local entities to make loans for the same purposes.	Support	Support
<a href="#">SB 229</a> <a href="#">Umberg</a>	Amended 2/23/2023	Senate Gov. & F.	<b>Surplus land: disposal of property: violations: public meeting.</b> Current law prescribes requirements for the disposal of land determined to be surplus land by a local agency. Those requirements include a requirement that a local agency, before disposing of a property or participating in negotiations to dispose of that property		

			with a prospective transferee, send a written notice of availability of the property to specified entities, depending on the property's intended use, and send specified information in regard to the disposal of the parcel of surplus land to the Department of Housing and Community Development. Current law, among other enforcement provisions, makes a local agency that disposes of land in violation of these disposal provisions, after receiving notification of violation from the department, liable for a penalty of 30% of the final sale price of the land sold in violation for a first violation and 50% for any subsequent violation. Under current law, except as specified, a local agency has 60 days to cure or correct an alleged violation before an enforcement action may be brought. This bill would require a local agency that has received a notification of violation from the department to hold an open and public session to review and consider the substance of the notice of violation. The bill would require the local agency's governing body to provide prescribed notice no later than 14 days before the public session.		
<a href="#">SB 233</a> <a href="#">Skinner</a>	Amended 4/10/2023	Senate Energy, Utilities and Communications	<b>Electric vehicles and electric vehicle supply equipment: bidirectional capability.</b> Would require the Energy Commission, in consultation with the State Air Resources Board, to establish state goals to accelerate the use of vehicle-to-home, vehicle-to-building, and vehicle-to-grid, as described, in order to support emergency backup, electrical grid reliability, electric vehicle grid integration, and any other key metrics identified by the Energy Commission, as specified. The bill would require the Energy Commission, in consultation with the PUC and the state board, to solicit a third party to organize and hold quarterly interoperability testing events where companies can come together to share products and information and test the interoperability of electric vehicles, electric vehicle supply equipment, and emerging vehicle-to-everything technology. The bill would require the Energy Commission and state board to allocate moneys appropriated for purposes of funding electric vehicles and electric vehicle service equipment to provide higher incentive levels for bidirectional capable, as defined, electric vehicles and electric vehicle service equipment, and, in administering programs that incentivize electric vehicle and electric vehicle service equipment deployment, to ensure that disadvantaged communities, as defined, receive meaningful health, economic, and clean energy resilience benefits from state electric vehicle and electric vehicle service equipment funding.		
<a href="#">SB 239</a> <a href="#">Dahle</a>	Introduced 1/24/2023	Senate Environmental Quality	<b>California Environmental Quality Act: housing development projects: judicial proceedings.</b> The California Environmental Quality Act (CEQA) requires a court, in an action or proceeding brought challenging any determination, finding, or decision of a public agency on the grounds of noncompliance with CEQA and a finding by the court of such noncompliance, to enter an order that includes one or more of specified mandates, one of which may be a mandate to suspend any or all specific project activity or activities, as provided. CEQA provides that, except as otherwise specified, it is not intended to limit the equitable powers of the courts. This bill would limit the		

			standing to file and maintain the above action or proceeding to the Attorney General. The bill would authorize the court, upon its own motion or of a party, to conduct a hearing to determine if the Attorney General is bringing and maintaining an action or proceeding for nonenvironmental purposes, as defined. If the court determines that the action is brought or maintained for nonenvironmental purposes, the bill would authorize the court to take necessary actions, including the dismissal of the action or proceeding, award of attorneys' fees, or both dismissal and award.		
<a href="#">SB 240</a> <a href="#">Ochoa Bogh</a>	Amended 3/16/2023	Senate Governmental Organization	<b>Surplus state real property: affordable and transition housing.</b> Current law requires a local agency or nonprofit affordable housing sponsor to satisfy certain requirements to be considered as a potential priority buyer of the surplus state real property, including that the local agency or nonprofit affordable housing sponsor demonstrate, to the satisfaction of the department, that the surplus state real property, or portion of that surplus state real property, is to be used by the local agency or nonprofit affordable housing sponsor for open space, public parks, affordable housing projects, or development of local government-owned facilities. Current law authorizes the department to sell surplus state real property, or a portion of surplus state real property, to a local agency, or to a nonprofit affordable housing sponsor if no local agency is interested in the surplus state real property, for affordable housing projects at a sales price less than fair market value if the department determines that such a discount will enable the provision of housing for persons and families of low or moderate income. This bill would additionally authorize a local agency or nonprofit affordable housing sponsor to be considered as a potential priority buyer of surplus state real property upon demonstration that the property is to be used by the agency or sponsor for transitional housing for formerly incarcerated individuals, subject to the same provisions described above, as specified.		
<a href="#">SB 265</a> <a href="#">Hurtado</a>	Introduced 1/31/2023	Senate Appropriations Suspense File	<b>Cybersecurity preparedness: critical infrastructure sectors.</b> Would require the Office of Emergency Services (Cal OES) to direct the California Cybersecurity Integration Center (Cal-CSIC) to prepare, and Cal OES to submit to the Legislature on or before January 1, 2025, a strategic, multiyear outreach plan to assist critical infrastructure sectors, as defined, in their efforts to improve cybersecurity and an evaluation of options for providing grants or alternative forms of funding to, and potential voluntary actions that do not require funding and that assist, that sector in their efforts to improve cybersecurity preparedness. The bill would make related findings and declarations.		
<a href="#">SB 267</a> <a href="#">Eggman</a>	Introduced 1/31/2023	Senate Appropriations Suspense File	<b>Credit history of persons receiving government rent subsidies.</b> The California Fair Employment and Housing Act (FEHA), prohibits, in instances in which there is a government rent subsidy, the use of a financial or income standard in assessing eligibility for the rental of housing that is not based on the portion of the rent to be paid by the tenant. FEHA requires the Civil Rights Department to enforce specific provisions of the act, including the		

			provision described above. This bill would additionally prohibit the use of a person's credit history as part of the application process for a rental housing accommodation without offering the applicant the option of providing alternative evidence of financial responsibility and ability to pay in instances in which there is a government rent subsidy. The bill would require the housing provider to consider that alternative evidence in lieu of the person's credit history in determining whether to offer the rental accommodation to the applicant.		
<a href="#">SB 272</a> <a href="#">Laird</a>	Introduced 1/31/2023	Senate Gov. & F.	<b>Sea level rise: planning and adaptation.</b> Would require a local government, as defined, lying, in whole or in part, within the coastal zone, as defined, or within the jurisdiction of the San Francisco Bay Conservation and Development Commission, as defined, to implement sea level rise planning and adaptation through either submitting, and receiving approval for, a local coastal program, as defined, to the California Coastal Commission or submitting, and receiving approval for, a subregional San Francisco Bay shoreline resiliency plan to the San Francisco Bay Conservation and Development Commission, as applicable, on or before January 1, 2034. By imposing additional requirements on local governments, the bill would impose a state-mandated local program. The bill would require local governments that receive approval for sea level rise planning and adaptation on or before January 1, 2029, to be prioritized for sea level rise funding, upon appropriation by the Legislature, for the implementation of projects in the local government's approved sea level rise adaptation plan. The bill would require, on or before December 31, 2024, the California Coastal Commission and the San Francisco Bay Conservation and Development Commission, in close coordination with the Ocean Protection Council and the California Sea Level Rise State and Regional Support Collaborative, to establish guidelines for the preparation of that planning and adaptation. The bill would make the operation of its provisions contingent upon an appropriation for its purposes by the Legislature in the annual Budget Act or another statute.		
<a href="#">SB 294</a> <a href="#">Wiener</a>	Introduced 2/2/2023	Senate Gov. & F.	<b>Housing development projects: floor area ratios.</b> The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law prohibits a local agency, as defined, from imposing a floor area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. Current law prohibits a local agency from imposing a lot coverage requirement that would physically preclude a housing development project of not more than 10 units from achieving the floor area ratios described above. This bill would delete the 10-unit maximum for eligible projects, and would prohibit a local agency from imposing a floor area ratio standard that is less than 2.5 on a housing development project that consists of 11 to 20 units. The bill would prohibit a local agency from imposing a floor area ratio standard that is less than 1.25 for every ten housing units, rounded to the nearest ten		

			units, on a housing development project that consists of more than 20 units.		
<a href="#">SB 320</a> <a href="#">Skinner</a>	Introduced 2/6/2023	Senate Gov. & F.	<b>Property taxation: possessory interests: independent: publicly owned housing project.</b> Current property tax law requires that all property subject to tax be assessed at its full cash value, and includes certain possessory interests among those property interests that are subject to tax. Current property tax law defines a taxable possessory interest to be a use that is independent, durable, and exclusive. Current property tax law specifies that, for purposes of the definition of a taxable possessory interest, a possession or use is not independent if it is pursuant to a contract that includes, but is not limited to, a long-term lease for the private construction, renovation, rehabilitation, replacement, management, or maintenance of housing for active duty military personnel and their dependents, if specified criteria are met. This bill would provide that there is no independent possession or use of land or improvements if the possession or use is for a tenancy, as defined, in a residential unit, as defined, in a publicly owned housing project, as defined, is part of a governmental assistance program, and directly fulfills the governmental, public purpose of providing the housing, as described in the governmental assistance program.		
<a href="#">SB 341</a> <a href="#">Becker</a>	Introduced 2/7/2023	Senate Second Reading	<b>Housing development.</b> Current law awards jurisdictions that are in substantial compliance with specified provisions and that are prohousing additional points or preference in the scoring of applications for specified state programs, including, among others, the Affordable Housing and Sustainable Communities Program and the Infill Incentive Grant Program of 2007. Current law authorizes additional bonus points to be awarded to other state programs when already allowable under state law. Current law establishes the Infill Infrastructure Grant Program of 2019, which requires the department, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants, as defined, to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area, as those terms are defined, pursuant to specified requirements. Current law requires the department, in its review and ranking of applications for the award of capital improvement project grants, to rank affected qualifying infill projects and qualifying infill areas based on specified priorities. This bill would remove the Affordable Housing and Sustainable Communities program from the list of specified state programs for which additional points or preference is awarded. This bill, with respect to the Infill Infrastructure Grant Program of 2019, would specify that only the qualifying infill area portion of that program must be awarded additional points or preference. This bill would add the qualifying infill area and catalytic qualifying infill area portions of the Infill Infrastructure Grant Program of 2019 as one of the specified state programs for which additional points or preference is awarded.		
<a href="#">SB 352</a>	Amended	Senate L., P.E. & R.	<b>California Workforce Development Board: minimum wage and</b>		



<a href="#">Padilla</a>	3/29/2023		<b>housing.</b> Would require the California Workforce Development Board, in conjunction with the Secretary of Labor and Workforce Development and the Director of Housing and Community Development, to examine housing costs by county, regionally, and in the state and create a formula to ascertain how much a household with at least one full-time minimum wage worker must earn to reasonably afford a decent standard of living, including appropriate housing and basic expenses, including nonhousing necessities, in that county, regionally, and in the state. The bill, commencing in 2024, would also require the California Workforce Development Board to recommend to the Legislature by December 15 of each year the minimum wage for a household with at least one full-time minimum wage earner to afford a decent standard of living, including appropriate housing and basic expenses, including nonhousing necessities, in each county, regionally, and in the state and recommend a method to annually adjust figures to account for housing cost inflation and inflation broadly.		
<a href="#">SB 381</a> <a href="#">Min</a>	Amended 3/14/2023	Senate Appropriations	<b>Electric bicycles: study.</b> Would require the Mineta Transportation Institute at San Jose State University, in consultation with relevant stakeholders, to, on or before January 1, 2026, conduct a study on electric bicycles to inform efforts to improve the safety of users of the transportation system, and to submit a report of the findings from the study to the Legislature. The bill would require the study to examine, identify, and analyze available information regarding, among other things, data on injuries, crashes, emergency room visits, and deaths related to bicycles and electric bicycles and best practices for policy to promote safe use of electric bicycles.		
<a href="#">SB 395</a> <a href="#">Wahab</a>	Amended 4/10/2023	Senate Judiciary	<b>Leases: notice of termination or rent increase: statewide database.</b> Current law specifies various terms and conditions that apply to all persons who hire dwelling units located within this state, including tenants, lessees, boarders, lodgers, and others. Current law regulates evictions and provides that a tenant who remains in possession of a property after the term of the tenant's lease expires, or who fails to pay rent, is guilty of unlawful detainer. This bill would, beginning January 1, 2025, require a landlord to file with the office of the Secretary of State a copy of any notice of termination or notice of rent increase within 10 days of serving the notice on the tenant, subject to specified requirements. The bill would make failure to file the notice an affirmative defense to a cause of action for unlawful detainer.		
<a href="#">SB 405</a> <a href="#">Cortese</a>	Introduced 2/9/2023	Senate Housing	<b>Planning and zoning: housing element: inventory of sites: regional housing need.</b> Current law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified. Current law requires the appropriate council of governments, or 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. Current law requires a city or county to determine whether each site in its inventory of land can accommodate the development of some portion of its share of the regional housing need, as provided. This bill, for a housing element or		

			<p>amendment adopted as part of the seventh planning period, would require the planning agency to provide notice to the owner of a site included in the above-described inventory that the site is included in that inventory, if the owner's identity and contact information is known, as specified. If the site owner notifies the planning agency or the department that the owner does not intend to develop at least 80% of the number of units for the site, determined as described above, during the current planning period, the bill would provide that the site would not be considered a site that can be developed to meet the jurisdiction's share of the regional housing need, except as specified. The bill would require the planning agency to make a reasonable effort to identify an owner and the owner's contact information and to determine the intent of the owner to develop the site. The bill would require that the information be an important factor for the department in determining whether the housing element identifies sufficient sites to meet the jurisdiction share of regional housing. The bill would require the department to amend specified standards, forms, and definitions to implement these provisions.</p>		
<a href="#">SB 406</a> <a href="#">Cortese</a>	Introduced 2/9/2023	Senate Housing	<p><b>California Environmental Quality Act: exemption: financial assistance: housing.</b> The California Environmental Quality Act (CEQA) exempts for its requirements actions taken by the Department of Housing and Community Development or the California Housing Finance Agency to provide financial assistance or insurance for the development and construction of residential housing, as provided. This bill would extend the above exemption to actions taken by a local agency to provide financial assistance or insurance for the development and construction of residential housing.</p>		
<a href="#">SB 423</a> <a href="#">Wiener</a>	Amended 3/28/2023	Senate Gov. & F.	<p><b>Land use: streamlined housing approvals: multifamily housing developments.</b> The Planning and Zoning Law 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 has committed to record, prior to the issuance of the first building permit, a land use restriction or covenant providing that any lower or moderate-income housing units required, as specified, remain available at affordable housing costs, as defined, or rent to persons and families of lower or moderate-income for no less than specified periods of time. Current law repeals these provisions on January 1, 2026. This bill would authorize the Department of General Services to act in the place of a locality or local government, at the discretion of that department, for purposes of the ministerial, streamlined review for development on property owned by or leased to the state.</p>		
<a href="#">SB 434</a> <a href="#">Min</a>	Amended 3/16/2023	Senate Appropriations	<p><b>Transit operators: street harassment survey.</b> Would require a transit operator, as defined, upon appropriation of funds by the Legislature, to collect and publish specified survey data for the purpose of informing efforts to improve the safety of riders and reduce street harassment on public transit on or before December 31, 2024. The bill</p>		

			would require a transit operator to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment to gain insight into the perspectives of these riders based on their experiences. The bill would authorize a transit operator to collect survey data in multiple languages to reach limited-English-proficient riders impacted by street harassment, as provided. The bill would require a transit operator to publish and make publicly available on its internet website the survey data collected pursuant to these provisions and promptly notify the Governor and the Legislature of publication of the survey data. The bill would provide that specified information collected by a transit operator in the 5 years before the effective date of this bill is deemed to be survey data collected by the transit operator for purposes of the bill, and that specified outreach activity conducted by a transit operator in the 5 years before the effective date of this bill is deemed to be outreach activities conducted by the transit operator for purposes of the bill. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program.		
<a href="#">SB 439</a> <a href="#">Skinner</a>	Amended 3/22/2023	Senate Judiciary	<b>Special motions to strike: priority housing development projects.</b> Would permit a party to file with the trial court a special motion to strike the whole or any part of a pleading in all civil actions brought by any plaintiff to challenge the approval or permitting of a priority housing development project, as defined. The bill would require the trial court to deny the motion to strike if it determines that the plaintiff has established that there is a probability that the plaintiff will prevail on the claim. The bill would entitle a prevailing defendant on a special motion to strike to recover their attorney's fees and costs, except as specified. The bill would require the filing of a special motion to strike within 60 days of the service of the complaint, or in the court's discretion, at any later time the court deems proper. The bill would provide that an order granting or denying this special motion to strike is appealable, as specified.		
<a href="#">SB 460</a> <a href="#">Wahab</a>	Introduced 2/13/2023	Senate Judiciary	<b>Hiring of real property: criminal history.</b> This bill would prohibit a housing provider from inquiring about an applicant's criminal history, requiring an applicant to disclose their criminal history, or requiring an applicant to authorize the release of their criminal history, unless they are complying with federal law, as specified. The bill would also prohibit a housing provider from basing any adverse action, in whole or in part, on information contained in an applicant's criminal history, if the housing provider received criminal history information about an applicant, unless they are complying with federal law.		
<a href="#">SB 466</a> <a href="#">Wahab</a>	Introduced 2/13/2023	Senate Judiciary	<b>Costa-Hawkins Rental Housing Act: rental rates.</b> The Costa-Hawkins Rental Housing Act prescribes statewide limits on the application of local rent control with regard to certain properties. The act generally authorizes an owner of residential real property to establish the initial rental rate for a dwelling or unit, except in specified circumstances, including, (1) when the residential real property has a certificate of occupancy issued after February 1, 1995, (2) when the residential real property has already been exempt from the residential		

			rent control ordinance of a public entity on or before February 1, 1995, pursuant to a local exemption for newly constructed units, and (3) when the residential real property is alienable and separate from title to any other dwelling units, except as specified. This bill would instead authorize an owner of residential real property to establish the initial rental rate for a dwelling or unit when the residential real property has been issued a certificate of occupancy issued within the 15 years preceding the date on which the owner seeks to establish a rental rate under these provisions.		
<a href="#">SB 469</a> <a href="#">Allen</a>	Amended 3/28/2023	Senate Housing	<b>Housing: publicly funded low-rent housing projects.</b> The California Constitution prohibits the development, construction, or acquisition in any manner of a low-rent housing project by any state public body, as defined, until a majority of the qualified electors of the city, town, or county in which it is proposed to develop, construct, or acquire the same, voting upon that issue, approve the project by voting in favor at an election. The California Constitution, for purposes of this prohibition, defines “low-rent housing project” to mean any development composed of urban or rural dwellings, apartments, or other living accommodations for persons of low income, financed in whole or in part by the federal government or a state public body or to which the federal government or a state public body extends assistance by supplying all or part of the labor, by guaranteeing the payment of liens, or otherwise. Current law establishes exclusions from this definition of “low-rent housing project,” including a development that consists of the acquisition, rehabilitation, reconstruction, alterations work, or any combination thereof, of lodging facilities or dwelling units using moneys appropriated and disbursed pursuant to specified provisions of the Zenovich-Moscone-Chacon Housing and Home Finance Act relating to affordable housing preservation, rental housing development awarded funds from certain multifamily housing direct loan programs, and housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic or other communicable diseases. This bill would expand that exclusion to include a development that consists of the acquisition, rehabilitation, reconstruction, alterations work, or any combination thereof, of lodging facilities or dwelling units using an allocation of federal or state low-income housing tax credits from the California Tax Credit Allocation Committee or moneys appropriated and disbursed pursuant to any provision of the Zenovich-Moscone-Chacon Housing and Home Finance Act, thereby excluding the developments that receive money from the specified funds and programs from the scope of the above-described constitutional provision.		
<a href="#">SB 482</a> <a href="#">Blakespear</a>	Introduced 2/14/2023	Senate Housing	<b>Multifamily Housing Program: supportive housing: capitalized operating reserves.</b> Would require the Department of Housing and Community Development to offer capitalized operating reserves to supportive housing units developed under the Multifamily Housing Program.		
<a href="#">SB 507</a>	Introduced	Senate Transportation	<b>Electric vehicle charging station infrastructure:</b>		

<a href="#">Gonzalez</a>	2/14/2023		<b>assessments.</b> Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), working with the State Air Resources Board and the Public Utilities Commission, to prepare, and update biennially, a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030, and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030, as specified. This bill would require the Energy Commission to also assess the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet the goal of ensuring 100% of new cars and light trucks sold in California are zero-emission vehicles by 2035, and evaluate the electric vehicle charging infrastructure needs of specified use cases to ensure an equitable deployment of electric vehicle charging infrastructure by 2035.		
<a href="#">SB 523</a> <a href="#">Laird</a>	Amended 3/20/2023	Senate Transportation	<b>Santa Cruz Metropolitan Transit District.</b> Current law authorizes the formation of the Santa Cruz Metropolitan Transit District, with specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Current law authorizes the board of directors of the district to establish a retirement system for the officers and employees of the district. Current law authorizes the board of directors of the district to create a retirement board, to administer the retirement system, of not more than 5 members, as specified. This bill would authorize the retirement board to instead have not more than 7 members.		
<a href="#">SB 555</a> <a href="#">Wahab</a>	Introduced 2/15/2023	Senate Housing	<b>Social Housing Act of 2023.</b> Would establish the California Social Housing Fund, upon appropriation by the Legislature, to be made available to the Department of Housing and Community Development for the purposes of this act, including promoting the achievement of the aforementioned goals. This bill would require the department, no later than January 1, 2025, to develop, adopt, and submit to the Legislature a California Social Housing Plan for achieving the aforementioned goals, as specified. The bill would make related findings and declarations.		
<a href="#">SB 569</a> <a href="#">Glazer</a>	Introduced 2/15/2023	Senate Gov. & F.	<b>Taxation: renter's credit.</b> The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2021, the adjusted gross income limit is \$87,066 and \$43,533, respectively. Current law requires any bill authorizing a new tax credit to contain, among other things, specific goals, purposes, and objectives that the tax credit will achieve, detailed performance indicators, and data collection requirements. Current law establishes the continuously appropriated Tax Relief and Refund Account in the General Fund and		

			provides that payments required to be made to taxpayers or other persons from the Personal Income Tax Fund are to be paid from that account. This bill, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would require the Franchise Tax Board to annually recompute for inflation the above-mentioned credit amounts, as provided. The bill, for credits allowable for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would provide that the credit amount in excess of the qualified renter's liability would be refundable and paid from the Tax Relief and Refund Account to the qualified renter upon appropriation by the Legislature.		
<a href="#"><u>SB 614</u></a> <a href="#"><u>Blakespear</u></a>	Introduced 2/15/2023	Senate Rules	<b>Transportation Development Act.</b> The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, provides for funding of local public transit systems throughout the state, as provided. The act makes legislative findings and declarations in that regard. This bill would make nonsubstantive changes to the legislative findings and declarations of the act.		
<a href="#"><u>SB 617</u></a> <a href="#"><u>Newman</u></a>	Amended 3/30/2023	Senate Transportation	<b>Public contracts: progressive design-build: local and regional agencies.</b> Current law, until January 1, 2029, authorizes local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for up to 15 public works projects in excess of \$5,000,000 for each project. Current law defines "progressive design-build" as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project. Current law requires the selected entity and its general partners or joint venture members to verify specified information under penalty of perjury. This bill would additionally authorize a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process.		
<a href="#"><u>SB 649</u></a> <a href="#"><u>Hurtado</u></a>	Introduced 2/16/2023	Senate Natural Resources and Water	<b>California Endangered Species Act: incidental take permits.</b> The California Endangered Species Act requires the Department of Fish and Wildlife to adopt regulations for issuance of incidental take permits. Existing law prohibits the department from issuing an incidental take permit if issuance of the permit would jeopardize the continued existence of the species. Existing law requires the department to make this determination based on the best scientific and other information that is reasonably available, and to include consideration of the species' capability to survive and reproduce, and any adverse impacts of the taking on those abilities in light of (1) known population trends; (2) known threats to the species; and (3) reasonably foreseeable impacts on the species from other related projects and activities. This bill would require the department to make that decision based on a real-time monitoring system, rather than a calendar-based schedule, and to additionally consider the proximity of the species relative to the operation of a facility subject to the permit		



			conditions and the known location of the population relative to the facility subject to the permit.		
<a href="#"><u>SB 682</u></a> <a href="#"><u>Skinner</u></a>	Amended 3/30/2023	Senate Transportation	<b>Low-carbon cement and concrete.</b> Would set a policy for the state to purchase or specify, on a statewide basis, at least 10%, by volume, of cement and concrete, including supplementary cementitious materials, that meet a certain benchmark by 2030 and to exclude the purchase of fossil-based supplementary cementitious materials by 2035. The bill would require, by March 31, 2024, the Department of Transportation, in consultation with the Department of General Services, to develop a model advance procurement agreement for the purchase or specification of low-carbon cement and low-carbon concrete products up to 10 years in advance that would facilitate the development of production of concrete, cement, and supplementary cementitious materials that meet or exceed the benchmark for low-carbon cement and concrete and, would, in meeting the goals described above, authorize state agencies to use the model agreement for the purchase or specification of low-carbon cement and low-carbon concrete products.		
<a href="#"><u>SB 684</u></a> <a href="#"><u>Caballero</u></a>	Amended 3/22/2023	Senate Gov. & F.	<b>Land use: streamlined approval processes: development projects of 10 or fewer single-family residential units on urban lots under 5 acres.</b> The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification thereof. The act generally requires a subdivider to file a tentative map or vesting tentative map with the local agency, as specified, and the local agency, in turn, to approve, conditionally approve, or disapprove the map within a specified time period. The Planning and Zoning Law contains various provisions requiring a local government that receives an application for certain types of qualified housing developments to review the application under a streamlined, ministerial approval process depending on the type of housing development, as specified. Current law, known as the Starter Home Revitalization Act of 2021, requires a city or county to approve an application for a small home lot housing development project, as defined, on a proposed site to be subdivided unless the city or county makes a finding related to the development's compliance with certain requirements or the development's specific, adverse public health or safety impact. This bill would require a local agency to ministerially approve, without discretionary review or a hearing, a parcel map or a tentative and final map for a housing development project that meets specified requirements.		
<a href="#"><u>SB 689</u></a> <a href="#"><u>Blakespear</u></a>	Amended 3/20/2023	Senate Transportation	<b>Local coastal program: conformity determination.</b> Current law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways. Current law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle		

			travel is permitted to utilize the minimum safety design criteria established by the department or alternative criteria that meet specified requirements. Current law authorizes a city or county to prepare a bicycle transportation plan with specified required elements for these purposes and, subject to approval of the county transportation commission or transportation planning agency, authorizes the city or county to submit the plan to the department with an application for funds for bikeways and related facilities that will implement the plan. This bill would require any project that is contained within, or consistent with, a bicycle transportation plan to be deemed consistent, and in conformity, with any applicable certified local coastal program.		
<a href="#"><u>SB 693</u></a> <a href="#"><u>Seyarto</u></a>	Introduced 2/16/2023	Senate Gov. & F.	<b>Exempt surplus land: City of Murrieta.</b> Current law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. Current law requires any local agency disposing of surplus land to send, prior to disposing of that property or participating in negotiations to dispose of that property with a prospective transferee, a written notice of availability of the property pursuant to prescribed procedures. This bill would exempt specified parcels located within the City of Murrieta from the Surplus Land Act. This bill contains other related provisions.		
<a href="#"><u>SB 710</u></a> <a href="#"><u>Durazo</u></a>	Amended 3/20/2023	Senate Transportation	<b>Sale of excess state highway property: State Highway Route 710 Terminus.</b> Current law authorizes the California Transportation Commission to relinquish a portion of State Highway Route 710. This bill would require the department to establish and administer a Terminus Regional Planning Committee, as provided, to meet quarterly and complete and submit a report to the Legislature on the issues of traffic and potential land use related to this portion of Route 710.		
<a href="#"><u>SB 712</u></a> <a href="#"><u>Portantino</u></a>	Amended 3/30/2023	Senate Third Reading	<b>Tenancy: micromobility devices.</b> Would prohibit a landlord from prohibiting a tenant from owning a personal micromobility device or from storing up to one personal micromobility device in their dwelling unit for each person occupying the unit, subject to certain exceptions. The bill would define "micromobility device" for those purposes to mean a device that is powered by the physical exertion of the rider or an electric motor and is designed to transport one individual or one adult accompanied by up to 3 minors.		
<a href="#"><u>SB 713</u></a> <a href="#"><u>Padilla</u></a>	Introduced 2/16/2023	Senate Housing	<b>Planning and zoning: density bonuses: preemption.</b> The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct certain types of housing. Current law requires a city, county, or city and county to adopt an ordinance specifying how compliance with the Density Bonus Law will be implemented and, except as provided, specifies that failure to adopt an ordinance does not relieve the city, county, or city and county from compliance with that law. This bill would specify that the provisions of		

			the Density Bonus Law prevail in the event of a conflict between that law and an ordinance, regulation, or other local law enacted by initiative.		
<a href="#">SB 721</a> <a href="#">Becker</a>	Amended 3/22/2023	Senate Governmental Organization	<b>California Interagency AI Working Group.</b> Would, until January 1, 2030, create the California Interagency AI Working Group to deliver a report to the Legislature, as prescribed, regarding artificial intelligence. The bill would require the working group members to be Californians with expertise in at least 2 of certain areas, including computer science, artificial intelligence, and data privacy. The bill would require the report to the Legislature to include, among other things, a recommendation of a definition of artificial intelligence as it pertains to its use in technology for use in legislation.		
<a href="#">SB 736</a> <a href="#">McGuire</a>	Introduced 2/17/2023	Senate Gov. & F.	<b>Planning and zoning: housing: postentitlement phase permits.</b> The Permit Streamlining Act, which is part of the Planning and Zoning Law, requires each public agency to provide a development project applicant with a list that specifies the information that will be required from any applicant for a development project. Specifically, current law establishes time limits for completing reviews regarding whether an application for a postentitlement phase permit is complete and compliant, and whether to approve or deny an application, as specified. Current law requires a local agency, if a postentitlement phase permit is determined to be incomplete, denied, or determined to be noncompliant, to provide a process for the applicant to appeal that decision in writing to the governing body of the agency or, if there is no governing body, to the director of the agency, as provided by that agency. This bill would delete the provision for the applicant to appeal a decision to the director of the local agency, as described above, and, instead, require a local agency to provide a process for the applicant to appeal that decision in writing to the governing body of the agency only.		
<a href="#">SB 747</a> <a href="#">Caballero</a>	Amended 3/22/2023	Senate Gov. & F.	<b>Land use: economic development: surplus land.</b> Current law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. Current law specifies the Legislature's intent regarding those provisions. This bill would authorize a city, county, or city and county, in addition to a sale or lease, to otherwise transfer property to create an economic opportunity. The bill would make related, conforming changes. The bill would additionally state the Legislature's intent is to ensure that residents of the state have access to jobs that allow them to afford housing without the need for public subsidies.		
<a href="#">SB 768</a> <a href="#">Caballero</a>	Amended 3/22/2023	Senate Environmental Quality	<b>California Environmental Quality Act: vehicle miles traveled: statement of overriding consideration.</b> The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the		

			environment. CEQA prohibits a public agency from approving or carrying out a project for which a certified EIR has identified one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency finds either (1) changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment, (2) those changes or alterations are within the jurisdiction of another public agency and have been, or can and should be, adopted by the other agency, or (3) specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR and the public agency finds that those specific considerations outweigh the significant effects on the environment, commonly known as a statement of overriding consideration. This bill would provide that a public agency, in approving or carrying out a housing development project, as defined, a commercial project, or an industrial project, is not required to issue a statement of overriding consideration for significant effects on the environment identified by a project's vehicle miles traveled or similar metrics if the lead agency has imposed all feasible mitigation measures on the project and it finds no feasible alternatives to the project..		
<a href="#">SB 822</a> <a href="#">Durazo</a>	Amended 3/21/2023	Senate L., P.E. & R.	<b>Workforce development: Interagency High Road Team.</b> Would require the Labor and Workforce Development Agency, the Government Operations Agency, including the Department of General Services, and the Governor's Office of Business and Economic Development to establish, and be referred to as, the Interagency High Road Team. The bill would require the team to collectively be responsible for oversight and decision making, including, among other duties, creating high road evaluation metrics and developing technical assistance and evaluation infrastructure. The bill would require the team, upon request by a state agency and approval by the team, to establish interagency agreements that advance the objectives of high road procurement, contracting, and incentive programs. The bill would require, by November 1, 2024, each state agency to report to the team the agency's plan to incorporate high road employment requirements in that state agency's procurement processes, contracts, and incentives programs. The bill would require the team to compile specified information related to high road employment requirements reported by state agencies and to report this information to the Legislature by January 1, 2025.		
<a href="#">SB 823</a> <a href="#">Smallwood-Cuevas</a>	Introduced 2/17/2023	Senate Energy, Utilities and Communications	<b>Electrical corporations: Discounted Electric Vehicle Charging Payment Card Program.</b> Would require the Public Utilities Commission, in consultation with the Energy Commission, State Air Resources Board, and California Integrated Travel Project, to require each electrical corporation, on or before July 1, 2024, to establish a Discounted Electric Vehicle Charging Payment Card Program that would enable an eligible resident, as defined, to use a publicly available electric vehicle charging station of a participating operator, as defined, located anywhere in the state through a payment card developed by the electrical corporation in order to pay a rate equivalent		

			to the rate that would be paid by the eligible resident if they were using an at-home electric vehicle charging station at their residence, as specified.		
<a href="#">SB 827</a> <a href="#">Glazer</a>	Introduced 2/17/2023	Senate Transportation	<b>San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.</b> Would provide that the BART Inspector General is vested with the full authority to exercise all responsibility for maintaining a full scope, independent, and objective audit and investigation program. The bill would provide the office with access and authority to examine all records, files, documents, accounts, reports, correspondence, or other property of the district and external entities that perform work for the district. The bill would provide that all books, papers, records, and correspondence of the office are public records subject to the California Public Records Act, but would prohibit the BART Inspector General from releasing certain types of records to the public, except under certain circumstances. The bill would also make it a crime to engage in specified activities with regard to an audit, evaluation, investigation, or review conducted pursuant to these provisions, as specified. Because the bill would create a new crime, the bill would impose a state-mandated local program.		
<a href="#">SB 834</a> <a href="#">Portantino</a>	Introduced 2/17/2023	Senate Housing	<b>Housing: California Family Home Construction and Homeownership Bond Act of 2023.</b> Would enact the California Family Home Construction and Homeownership Bond Act of 2023 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$25,000,000,000 pursuant to the State General Obligation Bond Law to finance the California Family Home Construction and Homeownership Program, established as part of the bond act. The bill would authorize the California Housing Finance Agency to award California Socially Responsible Second Mortgage Loans to eligible applicants to use as a down payment or to pay closing costs on the purchase of a new home. The bill would also authorize the agency to award Family Homeownership Opportunity Infrastructure Improvement Loans to developers to be used for predevelopment infrastructure improvements and other upfront costs typically incurred in connection with new home construction, under specified conditions. The bill would require that moneys received from a loan recipient for the repayment of financing provided under the program be used to pay debt service when due on bonds issued pursuant to the bond act. The bill would also authorize the agency to issue revenue bonds for the purposes of financing the program, as specified.		
<a href="#">SBX1 2</a> <a href="#">Skinner</a>	Chaptered 3/28/2023	Senate Chaptered	<b>Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.</b> Current law requires operators of refineries in the state that produce gasoline meeting California specifications, within 30 days of the end of each calendar month, to submit a report to the State Energy Resources Conservation and Development Commission containing certain information regarding its refining activities related to the production of gasoline in that month. Current law requires the commission to notify a refiner that has failed to timely provide the required information and imposes a civil penalty on the refiner that fails to submit the required information within 5		

			<p>days of being notified of the failure. This bill would authorize the commission to establish a maximum gross gasoline refining margin, as provided. The bill would require the commission, if the commission establishes the maximum gross gasoline refining margin, to establish a penalty for exceeding the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. The bill would also authorize the commission to impose an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin, as provided. The bill would require the commission to consider a refiner's request for an exemption from the maximum gross gasoline refining margin, as provided. The bill would require a refiner seeking an exemption to file a statement under the penalty of perjury setting forth the basis of the request for exemption.</p>		
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**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC ABAG Legislation Committee  
California Local & Regional Government Association Bill Position Resources**

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**League of California Cities (“the League”)**

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

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

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

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

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

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

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**January**

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

**February**

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

**March**

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

**April**

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

**May**

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

## **June**

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

## **July**

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

## **August**

- 14: Legislature reconvenes from Summer Recess

## **September**

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

## **October**

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

## **2024**

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

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

\*Dates are subject to change.

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

**April 14, 2023**

**Agenda Item 3a**

**MTC/ABAG Sacramento Advocacy Visit – May 2023**

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**Subject:**

Update on preparations for MTC/ABAG's May 2023 Sacramento advocacy trip.

**Overview:**

Earlier this year, the Legislation Committee provided direction that MTC and ABAG should plan for two Sacramento visits this 2023 state legislative cycle, one in February/March to introduce 2023 advocacy priorities and a follow-up advocacy trip in mid-to-late May after the Governor releases the May Revise, which jumpstarts budget negotiations. Given the range of MTC/ABAG budget-focused priorities – including our request for a Transit Recovery Package to avert the transit operations fiscal cliff and support ridership recovery and the transition to a sustainable funding model – it is essential to have a strong presence in Sacramento during that budget negotiation window.

Staff have identified Monday, May 22<sup>nd</sup> as an ideal date for the MTC/ABAG Sacramento lobby day. This allows for adequate time to assess the May Revise, which is expected to be released on May 11<sup>th</sup> or 12<sup>th</sup> and prepare subsequent recommendations to the Legislature. We anticipate the Transit Recovery Package will be the primary focus of our meetings, though we will also note our priority bills, as appropriate, including our MTC/ABAG sponsored AB 1319 (Wicks), the Bay Area Housing Finance Authority “clean-up” bill.

**Next Steps**

The MTC Chair and ABAG President will invite a subset of commissioners and board members to participate in the legislative visit, including Commission and ABAG Executive Board leadership, with additional consideration for geographic balance and MTC/ABAG committee leadership. Invitations typically go out at least one month in advance.

**Reception**

Each year, Southern California transportation stakeholders led by Mobility 21 – a coalition of local government leaders, transportation providers, business, labor and community leaders – host a legislative reception in Sacramento. Several Bay Area partners have suggested MTC consider organizing a similar Bay Area effort. Though at this time we do not recommend hosting a large reception, staff are exploring the potential for a small-scale reception after the May 22<sup>nd</sup> lobby day, to which we could invite Bay Area transportation leaders and stakeholders to display a similar show of unity.

We look forward to hearing the Committee's feedback and answering any questions you may have.

**Recommendation:**

Information

**Attachments:**

None

  
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Andrew B. Fremier

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

**April 14, 2023**

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**Recommendation:**

Information

**Attachments:**

None

  
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Andrew B. Fremier

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

**April 14, 2023**

**Agenda Item 3b**

**Assembly Bill 645 (Friedman): Speed Safety Pilot Program**

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**Subject:**

Revised version of legislation MTC supported in 2021 and 2022 (Assembly Bill (AB) 550 (Chiu, 2021) and AB 2336 (Friedman, 2022)) to authorize specified cities to implement five-year pilots to test speed safety cameras, under specific circumstances.

**Overview:**

AB 645, co-authored by Assembly Transportation Committee Chair Laura Friedman and Assemblymember Phil Ting, would authorize Speed Safety System pilot projects in the City and County of San Francisco and the cities of Oakland and San Jose in the Bay Area and the cities of Glendale, Los Angeles, and Long Beach in Southern California. Speed Safety System pilot projects would be limited to operation for five years or January 1, 2032, whichever is sooner.

The bill limits speed safety systems to the following locations:

- Safety corridors (those roadways designated by the local jurisdictions that have the highest number of serious injuries and fatalities), pursuant to AB 43 (Friedman, 2021)
- Streets where local authorities have determined there are a high number of speed contests or motor vehicle exhibitions of speed
- School zones

The bill would cap the number of systems that may be deployed in a given locality depending on its population, though numerical caps are not yet included in the legislation. It would also provide that if after 18 months a speed safety system does not result in *decreased* vehicle speeds and/or speed violations, the system must cease operations. Further, the bill would provide that a speed safety system may not be operated on any California state route, highway, interstate, or any other public road where the “California Highway Patrol has full responsibility and primary jurisdiction for the administration and enforcement of the laws.”

**Recommendation:**

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

**Discussion:**

AB 645 is very similar to AB 2336 (Friedman, 2022) and AB 550 (Chiu, 2021), which MTC supported but which did not advance, due to being held in the Appropriations Committee. As noted in our memos on those bills, in a 2017 study, the National Transportation Safety Board found that speed safety cameras resulted in reduced speeding and the likelihood that a crash involved a severe injury or fatality and recommended *all states remove barriers to their use*. According to The National Highway Traffic Safety Administration, a person struck by a vehicle going 23 miles per hour (mph) has a 10 percent chance of dying. That number goes up to 50 percent for vehicles going 42 mph, and 90 percent for vehicles going 58 mph. According to MTC's Vision Zero Action Plan, "reducing speed is a fundamental aspect of the Safe System approach and achieving Vision Zero." An international study cited by the Insurance Institute for Highway Safety (IIHS) found that the presence of automated speed enforcement reduced the share of vehicles traveling above the speed limit from 14 to 65 percent and reduced the risk of crashes resulting in injury or fatality from 11 to 44 percent. Speed safety cameras are currently in use in 150 communities across 16 different states but are still not allowed in California despite their proven track record of saving lives.

**Privacy Protections Incorporated into Legislation**

Any enforcement policy that involves cameras should have privacy protections built into it. Under AB 645, information collected under the program is restricted to being used only to administer the program itself. Additionally, a local jurisdiction participating in the pilot program must adopt a Speed Safety System Use Policy that clearly details the uses that are authorized and those that are prohibited. The bill further requires adoption of guidelines to ensure adherence to confidentiality requirements and prohibits the use of facial recognition technology.

**Use of Violation Revenue**

The bill requires that revenue generated from tickets issued as a result of the speed safety cameras be used to administer the program and pay for traffic calming measures. Cities are prohibited from using the revenue to backfill existing expenditures on traffic calming measures, and if traffic calming measures are not planned or constructed within three years, the remaining revenue must be sent to the state for the Active Transportation Program.

### **Equity Considerations**

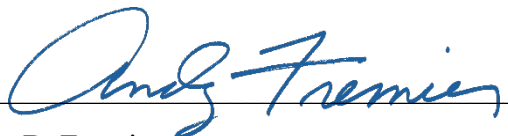
The bill requires that cities in the pilot program approve a Speed Safety System Impact Report prior to implementing the program to examine potential impacts in locations where the system may be deployed, with further analysis required for any locations in predominantly low-income neighborhoods. The bill requires cities to engage with stakeholder organizations including racial equity, privacy protection and economic justice groups, in development of the Impact Report. Lastly, the bill requires that cities participating in the program offer a “diversion program” whereby fines can be paid via a payment plan, the option to enroll in community service in lieu of payment and the establishment of reduced fines and penalties for low-income individuals. Consistent with MTC/ABAG’s 2023 Advocacy Program and Plan Bay Area 2050’s goal to advance the Regional Vision Zero Policy, staff recommends a support position on AB 645.

### **Known Positions:**

No known positions.

### **Attachments:**

- None

  
Andrew B. Fremier

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

**April 14, 2023**

**Agenda Item 3c**

**Assembly Bill 413 (Lee): Vehicles: Stopping, Standing and Parking Near a Crosswalk**

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**Subject:**

Prohibits vehicles from stopping, standing or parking within 20 feet of a marked crosswalk or intersection to improve visibility of bicyclists and pedestrians.

**Background:**

Assembly Bill (AB) 413 aims to improve safety for bicyclists and pedestrians by increasing their visibility at marked crosswalks or intersections. Specifically, it would prohibit vehicles from stopping or parking within 20 feet of a marked crosswalk or intersection, a safety measure known as “daylighting.” This measure keeps sight lines clear, so drivers can more easily see if pedestrians, bicyclists, or other non-motorized road users are waiting to cross the street.

Likewise, it allows pedestrians and other non-motorized road users to better spot approaching vehicles without stepping into the street.

The National Association of City Transportation Officials recommends “daylighting” as an important safety measure, and 43 states have already implemented “daylighting” laws.

Several Bay Area cities have led the state in implementing this measure, including San Francisco and Alameda. Los Angeles has also implemented “daylighting” in parts of the city, as have other cities across the country, including New York City, Portland, Oregon, and Hoboken, New Jersey. According to the California Research Bureau, daylighting resulted in 14 percent fewer collisions at intersections in the Tenderloin district in San Francisco. It contributed to a 30 percent decrease in pedestrian injuries in Hoboken, New Jersey.

**Recommendation:**

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

**Discussion:**

Traffic safety is a significant transportation challenge globally, nationally, and regionally. MTC, in June 2020, adopted a Regional Safety/Vision Zero Policy (MTC Resolution No. 4400) to “establish a region-wide policy of intent to work with partner agencies to encourage and support actions toward eliminating traffic fatalities and serious injuries in the Bay Area by 2030.”

MTC and ABAG’s Plan Bay Area 2050 implementation plan supports legislative and policy changes that advance the Regional Vision Zero Policy. Our Vision Zero approach is data-driven, so funds and resources are used most effectively. Daylighting is known to improve pedestrian and driver safety by improving visibility. According to the California Research Bureau, daylighting is also a low-cost strategy, which aligns with the Regional Safety/Vision Zero Policy strategy of making the most of limited funding. For these reasons, staff recommends a support position on AB 413.

**Known Positions:**

**Support**

Safe Streets for All (sponsor)

AARP

California Bicycle Coalition

City of Fremont

Disability Rights California

Happy City Coalition

Norwalk Unides

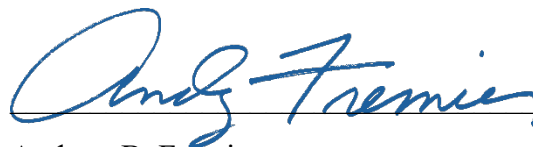
San Diego Bicycle Coalition

**Oppose**

California Trucking Association

**Attachments:**

- None



Andrew B. Fremier



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

**April 14, 2023**

**Agenda Item 3d**

**Assembly Bill 463 (Hart): Priority Access to Electricity for Public Transportation**

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**Subject:**

Provides public transportation access to the electric grid during emergencies.

**Overview:**

Current law requires the California Public Utilities Commission (CPUC) to create a priority system to maintain electricity for public health and safety services during power shutoffs. The priority entities are considered “essential use customers.” Assembly Bill (AB) 463 aims to improve public transportation access to electricity during power grid disruptions, rolling blackouts, Public Safety Power Shutoffs (PSPS), or natural disasters by requiring the CPUC revise its process of identifying “essential use customers” to include “a determination of the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles.” The bill would also newly require that electrical corporations’ wildfire mitigation plans include protocols to mitigate the impacts on public transit charging infrastructure, in addition to mitigating the effects to critical first responders, health and communication operations.

**Recommendation:**

Support / MTC Commission Approval

**Discussion:**

The California Air Resources Board (CARB) mandates that public transit agencies only operate zero-emission buses by 2040. CARB has regulated commercial harbor craft, which includes public transit ferries, since 2009 and in 2022 approved updates to the regulation aimed at accelerating the sector’s transition toward zero-emission. Additionally, CARB’s proposed “In-Use Locomotive Regulation” would require passenger rail agencies transition locomotives to reach zero-emission by 2047. (CARB is expected to vote on the proposed regulation at the Spring 2023 board hearing.)

Many Bay Area and around the state systems are moving toward zero-emission technologies that depend on the electric grid for power. The electricity demand will only grow as transit fleets transition and other industries move toward zero-emission technologies. When flex alerts are in place or during PSPS events, public transit agencies still need electricity to power their fleets and safety-related infrastructure. Emergency responders also rely on public transit agencies to support disaster response and recovery. This includes transporting emergency supplies into affected areas and relocating people with special needs, the elderly, and those without cars.

MTC is working with the Bay Area's transit operators to support an integrated fleet transition, including funding zero-emission rolling stock and infrastructure via the Transit Capital Priorities Program and spearheading the Bay Area Regional Zero Emission Transit Transition Strategy, which includes considerations related to resilience. Through this partnership, transit operators around the region have raised concerns that public safety power shutoffs and other grid disruptions would undermine their ability to provide both lifeline and emergency service.

AB 463 would help alleviate some of these concerns and support Bay Area transit operators in fulfilling their role of providing mobility options during emergencies. For these reasons, we recommend a support position on AB 463.

**Known Positions:****Support**

AC Transit (sponsor)

San Diego Metropolitan Transit System

California Transit Association (sponsor)

San Joaquin Regional Rail Transit District

Fresno County Rural Transit Agency

San Francisco Water Emergency

Golden Gate Bridge, Highway and

Transportation Authority (WETA)

Transportation District

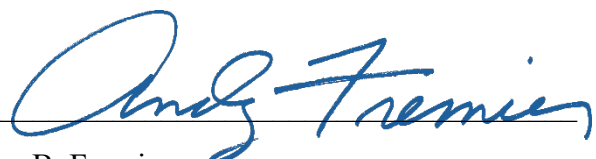
**Oppose**

Monterey-Salinas Transit District

None on file

**Attachments:**

- None

  
Andrew B. Fremier

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

**April 14, 2023**

**Agenda Item 3e**

**Senate Bill 532 (Wiener): Local Ballot Measure Labels**

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**Subject:**

Provides option for local bonds and other tax measures to provide details via the voter guide instead of on the ballot label, with transparency safeguards.

**Background:**

In California, measures going before voters are summarized in a 75-word “ballot label” that appears next to “yes” or “no.” For local measures that impose or increase a tax, state legislation passed in 2015 requires the ballot label to outline the tax rate, duration and expected revenue (Assembly Bill (AB) 809, Obernolte). A subsequent bill by the same author expanded the statute to apply to local bond measures (AB 195, Statutes of 2017), which would include a future regional housing bond measure placed on the ballot by the Bay Area Housing Finance Authority. Though the focus of the legislation was to increase transparency, the new requirements can result in misleading information about the cost of a bond to property owners given the actual cost is determined by a range of factors including interest rates and the pace of bond issuances, which are not known when the ballot label is finalized. Importantly, when combined with the 75-word limit for ballot labels, the required statement can consume most of the 75-word limit, leaving little room to outline how the funds will be spent. For tiered tax rates with multiple rate categories, even a simple description of the rates can consume all the space.

Senate Bill (SB) 532 attempts to address these concerns by providing an alternate approach for proponents of a local bond or tiered tax measure. Specifically, instead of describing the rate on the ballot label itself, this option would allow the label to direct voters to “See voter guide for measure information statement.” The voter guide would be required to include all the tax rate, duration and expected revenue information and additional details about factors affecting the tax rate and the measure’s expected public benefits. SB 532 requires a local jurisdiction to select this option to specify the reasons for doing so in the resolution calling for the election.

**Recommendation:**

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

**Discussion:**

SB 532 is timely for the Bay Area, with a regional housing bond anticipated to be on the November 2024 ballot and a future transportation measure also under development. The bill's approach ensures voters have access to more accurate and complete information than under current law, while also providing additional space for proponents of local bonds or tiered tax measures to describe the proposed uses of the funds. Polling results suggest this additional information can have a material impact on voters' willingness to support local bond and tax measures. According to the author, local agencies considering bonds or other revenue measures have seen support for the proposals drop by 5 to 15 percentage points in polls when the new Elections Code ballot label requirements are included. The polling shows this change does not reflect a change in voters' beliefs but rather is a result of confusion. The expanded explanations allowed under SB 532 related to how much a measure will cost the voter as well as how the proceeds will be spent would provide voters with a much clearer overview of the costs and benefits of these measures. For these reasons, staff recommends a support position on SB 532.

**Known Positions:**

**Support**

Nonprofit Housing Association of Northern California (co-sponsor)  
Coalition for Adequate School Housing (co-sponsor)  
Association of Federal State County and Municipal Employees, CA  
Association of California Construction Managers  
Association of California Healthcare Districts  
Association of California School Administrators  
California Housing Partnership Corporation  
California Special Districts Association  
California State Association of Counties  
California State Council of Service Employees International Union  
Community College Facility Coalition  
Corona Norco Unified School District  
Mayor London Breed - City & County of San Francisco  
Mayor Todd Gloria - City of San Diego

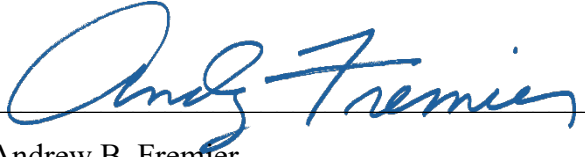
Mayor Matt Mahan - City of San José  
Mayor Sheng Thao - City of Oakland  
Riverside Community College District  
San Diego Housing Federation  
San Diego Unified School District  
Santa Clara Valley Water District  
School Energy Coalition  
Small School Districts' Association  
SV@home  
Urban Counties of California

**Oppose**

California Association of Realtors  
California Taxpayer's Association  
Howard Jarvis Taxpayer's Association  
Livable California  
Mission Street Neighbors  
Orange County Realtors

**Attachments:**

None

  
\_\_\_\_\_  
Andrew B. Fremier

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

**April 14, 2023**

**Agenda Item 4a**

**MTC/ABAG Washington, D.C. Advocacy Trip**

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**Subject:**

Summary of MTC and ABAG's joint advocacy visit to Washington, D.C.

**Overview:**

An MTC and ABAG delegation visited Washington D.C. last month to meet with the Bay Area Congressional Delegation, federal agency leaders from the U.S. Department of Transportation (USDOT), the Department of Housing and Urban Development (HUD) and other key federal agencies, and congressional committee staff with jurisdiction over transportation and housing policy and funding bills.

Among other topics, the delegation highlighted the importance of a strong federal partnership in supporting the Bay Area in meeting our Plan Bay Area 2050 mobility, climate, equity and economy goals, provided an overview of how MTC distributes our share of the Bay Area's federal transportation funds, shared an update on Bay Area Infrastructure Grants Strategy and highlighted the suite of Bay Area regional priority projects seeking federal funds in the upcoming 2023 grant cycles.

The delegation also provided an update on the MTC and ABAG's ongoing leadership at the intersection of transportation and housing, gave an update on the Bay Area Housing Finance Authority, and highlighted our top housing funding and policy requests, including that Congress update Low Income Housing Tax Credit policy to double California's access to bond-financed tax credits. Staff will provide a more detailed verbal update at the committee meeting.

A copy of MTC's March 2023 Report to Congress, shared at the Washington, D.C. advocacy meetings, will be provided at the committee meeting and posted on our website at this link: <https://mtc.ca.gov/advocacy/federal-advocacy>. A separate handout was provided related to the Bay Area Housing Finance Authority and MTC/ABAG's federal housing priorities and included as Attachment A. The meeting schedule is included as Attachment B.

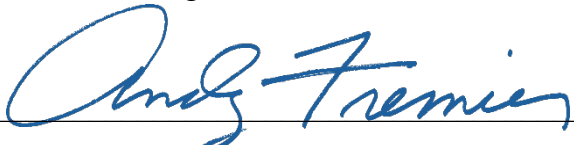
**Recommendation:**

Information



**Attachments:**

- Attachment A: MTC/ABAG Housing Handout
- Attachment B: MTC/ABAG Washington, D.C. Meeting Schedule



Andrew B. Fremier



# Regional Solutions to Expand Bay Area Housing Affordability

A secure and affordable home is the bedrock of a thriving community. When families have a safe, affordable place to live, kids learn better, health and well-being improves, and businesses thrive. But for far too long, the Bay Area's housing shortage has exacerbated inequality, been a barrier to meeting climate goals and threatened the region's ability to remain a thriving and diverse economic powerhouse.

In 2019, the state legislature created the Bay Area Housing Finance Authority (BAHFA) — the state's pioneering regional housing body. BAHFA offers a powerful set of new financing and policy tools to communities to promote affordable housing development and combat displacement.

BAHFA is governed by the same geographically diverse board as MTC. Its expenditure plan must be approved by ABAG's Executive Board. An external advisory committee is creating an Equity Framework to ensure BAHFA serves the needs of resource-poor communities throughout the Bay Area.

## Heavy Lift Draws Many Hands

BAHFA and partners are gearing up to place our first regional housing bond on the 2024 ballot. The measure would raise \$10 - \$20 billion to:

- Leverage an additional \$15 billion to \$30 billion in state, federal, and private resources
- Help produce and preserve up to 80,000 affordable homes and
- Fund programs to cushion the impacts of unexpected events — such as job loss or medical emergencies — that can lead to renters becoming homeless.



ABAG and MTC's expanded regional housing portfolio is rooted in the "3Ps" framework that comprehensively addresses the housing crisis through a combination of housing production, preservation and tenant protection. (Photos, clockwise from left: Karl Nielsen; Amie Holbrook; Courtesy of NPH, Alain McLaughlin ; Karl Nielsen)

# Pilot Projects Demonstrate BAHFA's Potential

In preparation for effectively deploying bond revenues, BAHFA is testing innovative approaches to addressing the toughest housing challenges. The anticipated bond will allow BAHFA to scale up its successful pilots and deliver other new production, preservation, and tenant protection tools for Bay Area residents.



*Searching for an affordable place to rent is a formidable challenge for low-income residents. Information and applications are often paper-based and different for every property. The **Doorway Housing Portal** will allow renters to search online for deed-restricted affordable homes throughout the region and complete an application in less than 10 minutes. Development kicked off in January with 13 full-time Google.org fellows.*

PHOTO: COURTESY OF EDEN HOUSING



*In June 2022, BAHFA launched the **Welfare Tax Exemption Preservation Program** to provide the \$5,000 in public sector support that developers need to qualify for property tax relief under state law. The four properties assisted to date have a recorded deed restriction that ensures rents remain affordable for generations.*

*The completed **Affordable Housing Pipeline** database is an inventory of developments in the planning stages and the funding needed to start construction: 395 projects totaling 32,944 homes. BAHFA will use the database to target investment in locations and projects where it will be most impactful and catalytic.*

## Regional Pipeline & Housing Needs

395	Affordable Housing Projects in Predevelopment
32,944	Affordable Homes in Predevelopment
180,334	Regional Housing Needs Allocation Affordable Homes 2023-2031

**Housing Preservation Pilot:** *Our first in-house capital program will provide \$15 million to acquire and rehabilitate occupied properties and attach long-term affordability covenants. Project selection will prioritize advancing fair housing and reducing driving. BAHFA will release applications in summer 2023.*

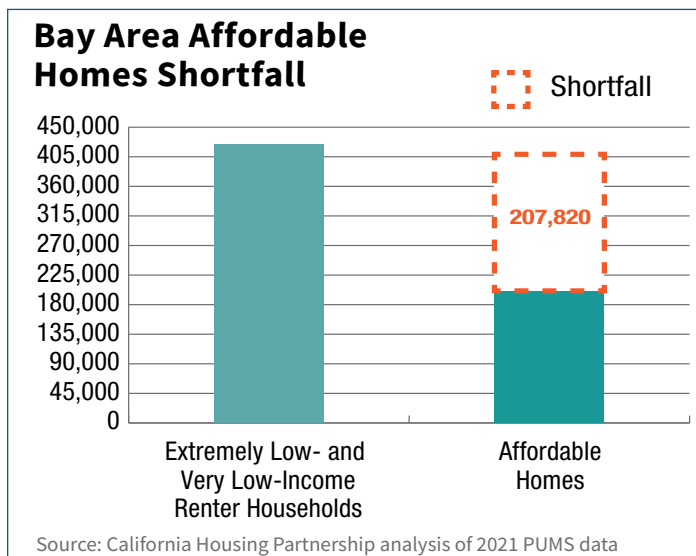


PHOTO: JOEY KOTFICA, MTC



# Federal Partnership Still Vital

While our region is developing innovative tools to increase housing supply, struggling Californians also need expanded federal government engagement. Bay Area voters and the state have approved billions of dollars of bonds and invested unprecedented amounts through the state budget. But the Bay Area's housing funding gap is too big to close without a stronger federal partner.



## Demand Far Outstrips Supply

Since the 1970s, California communities – like many across the country – haven't built enough homes to accommodate population growth. The gap in the Bay Area is especially acute for homes affordable to existing lower income households: we are short 207,820 homes they can afford. This is in addition to the new homes needed to accommodate projected future growth. Building deed-restricted homes faster is a key strategy to reverse this trend.

## Rent Increases Outpace Wage Growth

Compounding the situation are stagnant wages, leading to a growing gap between market-rate rents and income. Since 2001, inflation-adjusted median rent in California has increased 36% while the inflation-adjusted median income of renters has only increased 19%. Californians need federal rental assistance to afford market-rate rentals.

## Older Adults Are Fastest-Growing Homeless Group

Even as our communities focus on rehousing people experiencing homelessness, more people lose their homes. Alarming, people over age 55 are the fastest growing segment of Californians experiencing homelessness, according to the state. These individuals need rapid rehousing assistance.

## Racial Disparities in Homelessness

In every state in America, black people are more likely to experience homelessness than their white counterparts, and the Bay Area is no exception. According to All Home, despite representing 5% of San Francisco's population, 37% of homeless people in San Francisco are black.



PHOTO: KINGMOND YOUNG

**The federal government's support on all fronts is essential for the Bay Area to tackle these solvable problems.**

# Our Federal Housing Priorities

## Small Change to Housing Tax Credits Can Boost Production by 75%

The Low-Income Housing Tax Credit (LIHTC) program is California's most important affordable housing financing tool, with more than 360,000 apartments built and preserved in our state over the past three decades. Unfortunately, the 2017 corporate tax cuts devalued the credits, cutting the number of homes produced by more than 20 percent or 5,000 annually.

To offset this drop and further expand production, our top federal priority is lowering the tax credit's bond financing threshold from 50 percent to 25 percent. Enacting this provision would boost California's annual production by tens of thousands of new affordable apartments at a cost of \$10 billion through 2030.

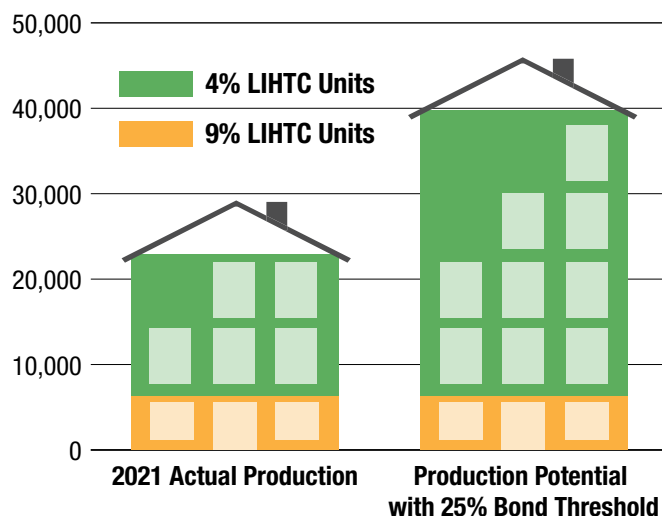


## Rental Assistance and Rapid Rehousing Also Important

Federal rental assistance helps more than 1 million low-income California families, seniors and individuals with disabilities afford rent every month. Additionally, the Community Development Block Grant, HOME Investment Partnership and McKinney-Vento Homeless Assistance programs provide nearly \$150 million each year to help Bay Area localities improve housing affordability and provide shelter and services to people experiencing homelessness. MTC and ABAG urge Congress to expand these programs to better to meet the scale of the need.

### Impact of Tax Credit Change on California's New Apartment Production

New Units financed with Low-Income Housing Tax Credits



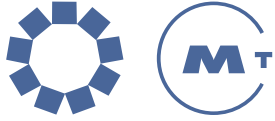
### For More Information:

**Julie Snyder**, Principal Legislative Advocate,  
Housing and Local Government,  
Legislation & Public Affairs,  
[jsnyder@bayareametro.gov](mailto:jsnyder@bayareametro.gov)

### YIMBY Thank You!

*We're grateful to federal lawmakers for creating and funding the \$85 million Yes in My Backyard Program. YIMBY will support our efforts to break down barriers to affordable home development. Bay Area jurisdictions are primed to compete well, having completed fair housing analyses on our regional and local housing plans. We look forward to applying for this new grant opportunity.*





**MTC/ABAG Washington, D.C. Advocacy Trip  
All Meetings Schedule  
March 27, 2023 – March 29, 2023**

**Monday, March 27, 2023**

- 10:30 AM     **ENVIRONMENTAL PROTECTION AGENCY**  
**Jack Groarke, Senior Advisor for Infrastructure**  
*1200 Pennsylvania Ave NW (WJC Building North)*  
*Washington, D.C.*
- 10:45 AM     **U.S. DEPARTMENT OF TRANSPORTATION OFFICE OF THE SECRETARY**  
**Christopher Coes, Assistant Secretary for Transportation Policy**  
**Scott Goldstein, Deputy Assistant Secretary for Transportation Policy**  
**Ricki Wells, Policy Advisor for Transportation Policy**  
*1200 New Jersey Avenue SE*  
*Washington, D.C.*
- Note: Federal Transit Administrator Nuria Fernandez stopped in
- 1:30 PM     **U.S DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD  
ADMINISTRATION (FRA)**  
**Jennifer Mitchell, Deputy FRA Administrator**  
*1200 New Jersey Avenue, SE West Building*  
*Washington, D.C.*
- 3:00 PM     **U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT**  
**Zach McRae, Special Policy Advisor to the Secretary**  
**Alexis Pelosi, Senior Advisor, Office of Community Planning and Development**  
**Sarah Brundage, Senior Advisor for Housing Supply and Infrastructure**  
*451 7<sup>th</sup> St SW (enter at corner of D and 7<sup>th</sup> St SW)*  
*Washington, D.C.*
- 4:30 PM     **HOUSE TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT  
APPROPRIATIONS SUBCOMMITTEE, MAJORITY AND MINORITY**  
**Nicole Christus, Professional Staff Member and Christina Monroe, Clerk**  
*2358-A Rayburn House Office Building*  
*Washington, D.C.*





4:30 PM **HOUSE FINANCIAL SERVICES COMMITTEE (MINORITY)**  
**Alia Fierro, Staff Director**  
*O'Neil House Office Building*  
*Washington, D.C.*

**Tuesday, March 28, 2023**

10:00 AM **OFFICE REPRESENTATIVE JIMMY PANETTA**  
**Seamus McKeon, Legislative Assistant**  
*304 Cannon House Office Building*  
*Washington, D.C.*

10:30 AM **SENATE ENVIRONMENT & PUBLIC WORKS COMMITTEE (MINORITY)**  
**Murphie Barrett, Senior Policy Advisor**  
*468 Dirksen Senate Office Building*  
*Washington, D.C.*

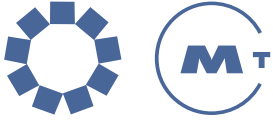
11:00 AM **SENATE ENVIRONMENT & PUBLIC WORKS COMMITTEE (MAJORITY)**  
**Rebecca Higgins, Senior Policy Advisor**  
*410 Dirksen Senate Office Building*  
*Washington, D.C.*

11:00 AM **OFFICE OF REPRESENTATIVE DORIS MATSUI**  
**Adam McBride, Policy Advisor**  
*2311 Rayburn House Office Building*  
*Washington, D.C.*

12:00 PM **REPRESENTATIVE MIKE THOMPSON**  
*268 Cannon House Office Building*  
*Washington, D.C.*

12:30 PM **OFFICE OF SENATOR FEINSTEIN**  
**Staff Meeting: Freda Pachter, Legislative Assistant**  
*331 Hart Senate Office Building*  
*Washington, D.C.*

1:00 PM **OFFICE OF REPRESENTATIVE BARBARA LEE**  
**Gregory Adams, Legislative Director**  
*2470 Rayburn House Office Building*  
*Washington, D.C.*



- 1:00 PM      **OFFICE OF REPRESENTATIVE ERIC SWALWELL**  
**Sarah Shapiro, Legislative Director**  
*174 Cannon House Office Building*  
*Washington, D.C.*
- 1:30 PM      **OFFICE OF REPRESENTATIVE ANNA ESHOO**  
**Eric Henshall, Legislative Assistant**  
*272 Cannon House Office Building*  
*Washington, D.C.*
- 2:00 PM      **SENATE BANKING COMMITTEE (MAJORITY AND MINORITY)**  
**Homer Carlisle, Senior Advisor, Infrastructure, Transportation and Transit**  
**Policy, and Chuck Cogar, Senior Policy Advisor**  
*534 Dirksen Senate Office Building*  
*Washington, D.C.*
- 3:00 PM      **SENATOR ALEX PADILLA**  
*112 Hart Senate Office Building*  
*Washington, D.C.*
- 3:00 PM      **REPRESENTATIVE KEVIN MULLIN**  
*1404 Longworth House Office Building*  
*Washington, D.C.*
- 3:30 PM      **OFFICE OF REPRESENTATIVE ZOE LOFGREN**  
**Arlet Abrahamian, Legislative Counsel**  
*1401 Longworth House Office Building*  
*Washington, D.C.*
- 4:30 PM      **HOUSE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE**  
**(MINORITY)**  
**Jackie Schmitz, Staff Director, and Michael Bauman, Professional Staff Member**  
*Rayburn House Office Building Cafeteria*  
*Washington, D.C.*



5:30 PM - **CALIFORNIA TRANSPORTATION RECEPTION\***

7:30 PM Special Guests:

Speaker Emerita Nancy Pelosi, Dean of the California Congressional Delegation  
Polly Trottenberg, Deputy Secretary for Transportation (USDOT)  
*House Transportation and Infrastructure Committee Room*  
*2165 Rayburn House Office Building*  
*Washington, D.C.*

\*Social event; no business will be conducted

**Wednesday, March 29, 2023**

10:00 AM **SENATE TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT  
APPROPRIATIONS SUBCOMMITTEE (MAJORITY AND MINORITY)**

**Dabney Hegg, Clerk**

*184 Dirksen Senate Office Building*  
*Washington, D.C.*

10:00 AM **REPRESENTATIVE JARED HUFFMAN**

*2445 Rayburn House Office Building*  
*Washington, D.C.*

10:30 AM **REPRESENTATIVE MARK DESAULNIER**

*503 Cannon House Office Building*  
*Washington, D.C.*

11:15 AM **REPRESENTATIVE JOHN GARAMENDI**

*2004 Rayburn House Office Building*  
*Washington, D.C.*



**SUMMIT  
STRATEGIES**

440 1st Street, N.W., Suite 440  
Washington, DC 20001  
(202) 638-3307 main  
(202) 595-9192 fax  
[www.summitstrategies.us](http://www.summitstrategies.us)

**Summit Strategies Team Report – March 2023**

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**From: Summit Strategies Team**

**To: Andrew B. Fremier, Executive Director**

**Date: April 7, 2023**

**Subject: March Federal Policy Monthly Report**

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- **President Unveils Budget**
  - **Potential Cuts Coming for Transportation, Housing and Urban Development (THUD)**
  - **Supporting MTC Priorities in Congress**
  - **Agency Actions and Competitive Grant Update**
  - **National Transportation News Roundup**
- 

Below is a status update on issues of interest to MTC and the actions that we have taken to date.

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### **President Unveils Budget**

President Biden has released his Fiscal Year 2024 budget, which includes significant changes to transportation funding. The \$6.8 trillion budget includes a \$215 million increase in Capital Investment Grant (CIG) funding to \$2.85 billion. On top of this boost, the budget includes \$4.6 billion for new administration priorities, including \$1.2 billion in MEGA project grants. The budget would also increase Federal Transit Administration (FTA) funding by almost \$250 million, with raises also slated for the Federal Aviation Administration and Federal Railroad Administration. The Administration's budget does not exclusively increase spending. It also removes \$5.4 billion in Congressional priorities, including all general fund "plus-ups." The budget would also eliminate 2024 annual appropriations for RAISE grants—although RAISE would still receive \$1.5 billion in funding from the Bipartisan Infrastructure Law (BIL). In total, the budget requested \$27.8 billion in discretionary spending for the Department of Transportation (DOT), \$1.8 billion more than last year.

Another change in the President's budget would allow large transit agencies to spend federal funds on operating expenses. The proposal would allow transit agencies serving populations of over 200,000 to use Section 5307 Urbanized Area Formula Program funds and flexed Federal-Aid Highway funds for operating expenses and capital costs, which smaller transit agencies are currently allowed to do.

With Republicans in control of the House of Representatives, the President's budget is unlikely to pass in its current form. However, it does set the agenda for what the President and Democrats on the Hill will be fighting for in upcoming appropriations negotiations.

### **Potential Cuts Coming for Transportation, Housing and Urban Development (THUD)**

According to Capitol Hill staffers, there is not enough revenue to fund the fiscal year 2024 THUD spending bill. Current projects place them \$13 billion short. The shortfall is due to a combination of factors, including a reduction in home refinancing, a dramatic decline in new house loans, and an increase in rental assistance. Since the Department of Housing and Urban Development (HUD)'s budget contains little discretionary spending, the housing deficits could impact transportation.

House Republicans have already announced that earmarks will cap one-half of one percent of discretionary spending across all spending bills. Last year congressionally directed spending in THUD accounted for \$5.5 billion, or 6% of the discretionary spending in the bill. Taken together, cuts could be coming for THUD in the upcoming appropriations cycle.

### **Supporting MTC Priorities in Congress**

Working with your staff, the D.C. team scheduled and organized the Metropolitan Transportation Commission annual trip to Washington, D.C. Highlights included meetings with seven Members of Congress, seven congressional offices, staff from multiple committees, and five agency officials. The D.C. Team also successfully lined up Speaker Emerita Nancy Pelosi (D-CA) and U.S. Department of Transportation Secretary Polly Trottenberg to speak at the California Transportation Reception.

### **Agency Actions and Competitive Grant Update**

#### **Relief Funding Available for Transit Agencies**

On March 27, 2023, the FTA announced \$212.3 million in funding under the Public Transportation Emergency Relief Program to help transit agencies recover from major declared disasters in 2017, 2020, 2021, and 2022. To qualify for an award, a transit agency must have expenses from an event President Biden declared a major disaster during the specified years. Eligible projects include repairing and/or replacing equipment and facilities, supporting the cost of evacuation and rescue operations, and rebuilding services that existed before the major disaster declaration. Applications are due by May 26, 2023. [More information on the announcement can be found here.](#)

#### **First Round of Electric Vehicle (E.V.) Charging Applications Announced**

On March 14, 2023, the USDOT opened applications for the first round of the \$2.5 billion Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. \$700 million this year will go to fund E.V. charging and alternative-fuel infrastructure across the country. E.V. infrastructure will be built in publicly accessible urban and rural communities and designated Alternative Fuel Corridors (AFCs). The E.V. chargers constructed under this program must follow the same standards that apply to the National Electric Vehicle Infrastructure (NEVI) Formula Program, which the Federal Highway Administration published last month. The CFI

program differs from the NEVI program in that it will bring charging infrastructures to cities, local neighborhoods, and rural communities. In contrast, the NEVI will create charging infrastructure along interstates, U.S. routes, and highways.

The CFI program is split into two different funding categories: the Community Program and the Corridor Program. The Community Program will provide \$1.25 billion for publicly accessible E.V. charging infrastructure and designated alternative fuel infrastructure at public buildings, schools, and parks or in publicly accessible parking facilities owned by private entities. The Corridor Program will provide \$1.25 billion for publicly accessible E.V. charging infrastructure and designated alternative fuel infrastructure along designated fuel corridors.

Applications are due May 30, 2023. [More information on the announcement can be found here.](#)

#### **Funding for Transit Projects Announced**

On March 9, 2023, the USDOT recommended that 18 large transit projects in 11 states receive \$4.45 billion for transportation construction. The projects were recommended to receive funding in President Biden's Fiscal Year 2024 budget request. Nine of the projects will receive funding for the first time. The recommendations receive funding through CIG and Expedited Project Delivery (EPD) Pilot programs.

Five of the recommended projects are in California, including \$167 million for the East San Fernando Valley Transit Corridor Phase 1 Project, \$500 million for the BART Silicon Valley Phase 2 project, \$643 million for the Los Angeles Westside Subway Section 2 and Section 3 rail projects, and \$14 million for the Monterey-Salinas Transit SURF! Highway 1 Busway and Bus Rapid Transit project. [More information on the announcement can be found here.](#)

#### **Reconnecting Communities Awards Announced**

On February 28, 2023, the USDOT announced \$185 million in awards to 45 projects through the Reconnecting Communities Pilot Program (Program), which strives to undo past transportation infrastructure decisions that divided communities. Established by the Bipartisan Infrastructure Law (BIL), the Program provides technical assistance and funding for communities' planning and construction projects that aim to connect neighborhoods by removing, retrofitting, or mitigating transportation barriers such as highways and railroad tracks. The Program will create new crossing opportunities through public transportation, bridges, tunnels, and trails.



In the first round of funding, the USDOT is awarding 39 Planning Grants and six Capital Construction Grants, including \$680,000, to the California Department of Transportation to explore alternatives for reconnecting communities along the Interstate 980 corridor.

The Inflation Reduction Act (IRA) also established a new \$3 billion program called the Neighborhood Access and Equity Grant Program, which will fund projects that will reconnect communities. USDOT plans to launch that program this spring. [More information on the announcement can be found here.](#)

### **Federal Highway Administration (FHWA) Issues New Memo**

On February 24, 2023, the FHWA issued a new policy memo on how states' departments of transportation should prioritize their formula funds through BIL money. The new memo supersedes a memo from December 2021, which directed FHWA employees to encourage state and local highway funding recipients to prioritize projects that improve the condition and safety of existing transportation infrastructure within the right-of-way before advancing projects that add new general purpose travel lanes serving single occupancy vehicles.

The 2021 memo engendered significant opposition among congressional republicans, state DOTs, and highway stakeholders who believed the memo would restrict the flexibility and decision-making of funding recipients and change the underlying federal-state relationship established in law. In the face of this opposition and threats that both House and Senate Republicans were expected to attempt to rescind the December 2021 guidance memo, FHWA issued the new guidance, which encourages states to spend infrastructure funds to meet their needs, whether it is reconfiguring, modernizing, expanding, adding, retiring, or replacing infrastructure assets. [More information on the announcement can be found here.](#)

### **National Transportation News Roundup (links to articles)**

- [Transit Projects Would Get More Than \\$4B Under Biden Budget Proposal \(Route Fifty\)](#)
- [Biden FAA nominee doesn't need waiver, DOT tells Republicans \(The Hill\)](#)
- [Ohio sues Norfolk Southern over toxic train derailment \(A.P.\)](#)
- [U.S. Approves \\$31 Billion Merger of Two Big Railroads \(NYTimes\)](#)