



METROPOLITAN
TRANSPORTATION
COMMISSION

LEGISLATIVE HISTORY
MTC/ABAG Priority Bills
Thursday, May 07, 2020



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 10 Chiu	Amended 8/12/2019	Senate Appropriations Suspense File	Income taxes: credits low-income housing: farmworker housing. Current law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year, and authorizes CTCAC, for calendar years beginning in 2020, to allocate an additional \$500,000,000 to specified low-income housing projects and, for calendar years beginning in 2021, requires this additional amount only to be available for allocation pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC. This bill would remove the requirement that, beginning in the 2021 calendar year, the above-described additional \$500,000,000 allocation only be available pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC.		
AB 291 Chu	Amended 1/23/2020	Senate Rules	Local Emergency Preparedness and Hazard Mitigation Fund. Would establish a Local Emergency Preparedness and Hazard Mitigation Fund to, upon appropriation by the Legislature, support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board.		
AB 323 Daly	Amended 4/2/2019	Senate Rules	Disaster Preparedness Account. Current law establishes the various funds in the State Treasury, including the Disaster Response-Emergency Operations Account, Disaster Relief Fund, and the Disaster Assistance Fund. This bill would establish the Disaster Preparedness Account in the State Treasury and would provide that funds in the account are available only for specified purposes, for appropriation by the Legislature, upon the Governor's proclamation of a state of emergency, as provided.		

<u>AB 352</u> <u>Garcia, Eduardo</u>	Amended 8/14/2019	Senate Environmental Quality	Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020. Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$3,920,000,000 pursuant to the State General Obligation Bond Law to finance a wildlife prevention, safe drinking water, drought preparation, and flood protection program. The bill would provide for the submission of these provisions to the voters at the November 3, 2020, statewide general election. The bill would provide that its provisions are severable.		
<u>AB 393</u> <u>Nazarian</u>	Amended 5/29/2019	Senate 2 year	Building codes: earthquake safety: functional recovery standard. Would require the California Building Standards Commission, by June 30, 2020, to assemble a functional recovery working group comprised of certain state entities and members of the construction and insurance industries, as specified. The bill would require the working group, by June 30, 2021, to consider whether a "functional recovery" standard is warranted for all or some building occupancy classifications, using specified criteria, and to investigate the practical means of implementing that standard, as specified. The bill would require the working group to advise the appropriate state agencies to propose the building standards, as specified.		Support
<u>AB 429</u> <u>Nazarian</u>	Amended 8/30/2019	Senate 2 year	Seismically vulnerable buildings: inventory. Current law establishes a program within all cities and all counties and portions thereof located within seismic zone 4, as defined, to identify all potentially hazardous buildings and to establish a mitigation program for these buildings. The mitigation program may include, among other things, the adoption by ordinance of a hazardous buildings program, measures to strengthen buildings, and the application of structural standards necessary to provide for life safety above current code requirements. Current law requires the Alfred E. Alquist Seismic Safety Commission to report annually to the Legislature on the filing of mitigation programs relating to building construction standards from local jurisdictions. This bill would require the commission, by specified deadlines, to identify funding and develop a bidding process for hiring a third-party contractor to create an inventory of potentially vulnerable buildings, as defined.		Support

AB 660 Levine	Amended 8/12/2019	Senate 2 year	Building energy efficiency standards: solar reflectance of roofs. Would require the State Energy Resources Conservation and Development Commission, during one or more of the next 4 triennial code adoption cycles after January 1, 2020, to consider amendments to the roof replacement building standards for alterations to existing low-rise, steep-sloped roof residential buildings with the goal of increasing the value of minimum aged solar reflectance up to 0.40 in the 2031 standard and the goal of expanding the range of climate zones in which minimum aged solar reflectance values are prescribed for those alterations. The bill would require the commission, prior to considering these amendments, to assess whether there is an adequate supply of labor resources and available compliant products in the climate zones for which the commission may consider the amendments.		
AB 725 Wicks	Amended 1/16/2020	Senate Rules	General plans: housing element: moderate-income and above moderate-income housing: suburban and metropolitan jurisdictions. The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need determined pursuant to specified law. This bill would require that at least 25% of a metropolitan jurisdiction's share of the regional housing need for moderate-income housing be allocated to sites with zoning that allows at least 2 units of housing, but no more than 35 units per acre of housing. The bill would require that at least 25% of a metropolitan jurisdiction's share of the regional housing need for above moderate-income housing be allocated to sites with zoning that allows at least 2 units of housing, but no more than 35 units per acre of housing.		
AB 828 Ting	Amended 4/8/2020	Senate Public Safety	Temporary moratorium on foreclosures and unlawful detainer actions: coronavirus (COVID-19). Would prohibit a person from taking any action to foreclose on a residential real property while a state or locally declared state of emergency related to the COVID-19 virus is in effect and until 15 days after the state of emergency has ended, including, but not limited to, causing or conducting the sale of the real property or causing recordation of a notice of default. This bill would require a tax collector to suspend the sale, and not attempt to sell, tax-defaulted properties while a state or locally declared state of emergency related to the COVID-19 virus is in effect and until 15 days after the state of emergency has ended.		

AB 873 Irwin	Amended 5/2/2019	Senate 2 year	California Consumer Privacy Act of 2018. The California Consumer Privacy Act of 2018 excludes from the definition of personal information consumer information that is deidentified, or aggregate consumer information. This bill would revise the definition of "deidentified" to instead mean information that does not identify, and is not linkable, directly or indirectly, to a particular consumer, provided that the business makes no attempt to reidentify the information and takes reasonable technical and administrative measures designed to ensure that the data is deidentified, publicly commits to maintain and use the data in a deidentified form, and contractually prohibits recipients of the data from trying to reidentify it.		
AB 953 Ting	Amended 1/6/2020	Senate Rules	Land use: accessory dwelling units. Current law requires a local agency to ministerially approve or deny a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. This bill would deem a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit approved if the local agency has not acted upon the completed application within 60 days.		
AB 992 Mullin	Amended 4/22/2019	Senate Rules	Open meetings: local agencies: social media. The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines "meeting" for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.		
AB 1035 Mayes	Amended 5/23/2019	Senate 2 year	Personal information: data breaches. Would require a person or business, as defined, that owns or licenses computerized data that includes personal information to disclose a breach of the security of the system in the most expedient time possible and without unreasonable delay, but in no case more than 45 days, following discovery or notification of the breach, subject to the legitimate needs of law enforcement, as provided. The bill would make other conforming changes.		

AB 1112 Friedman	Amended 6/19/2019	Senate 2 year	Shared mobility devices: local regulation. Current law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Current law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided.		
AB 1142 Friedman	Amended 8/12/2019	Senate 2 year	Regional transportation plans: transportation network companies. Current law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under current law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Current law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.	Support	
AB 1190 Irwin	Amended 5/1/2019	Senate Rules	Unmanned aircraft: state and local regulation: limitations. Would, among other things, prohibit a state or local agency from adopting any law or regulation that bans the operation of an unmanned aircraft system. The bill would also authorize a local agency to adopt regulations to enforce FAA regulations regarding the operation of unmanned aircraft systems and would authorize local agencies to regulate the operation of unmanned aircraft and unmanned aircraft systems within their jurisdictions, as specified. The bill would also authorize a local agency to require an unmanned aircraft operator to provide proof of federal, state, or local registration to licensing or enforcement officials.		

AB 1279 Bloom	Amended 4/24/2020	Senate Housing	Planning and zoning: housing development: high-opportunity areas. The Planning and Zoning Law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit if the development satisfies certain objective planning standards, including that the development is (1) located in a locality determined by the Department of Housing and Community Development to have not met its share of the regional housing needs for the reporting period, and (2) subject to a requirement mandating a minimum percentage of below-market rate housing, as provided. This bill would require the department to designate areas in this state as high-opportunity areas, as provided, by January 1, 2022, in accordance with specified requirements and to update those designations within 6 months of the adoption of new Opportunity Maps by the California Tax Credit Allocation Committee.		
AB 1286 Muratsuchi	Amended 6/6/2019	Senate 2 year	Shared mobility devices: agreements. Would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided.		
AB 1350 Gonzalez	Amended 1/15/2020	Senate Rules	Free youth transit passes: eligibility for state funding. Would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.		

AB 1484 Grayson	Amended 9/6/2019	Senate Rules	Mitigation Fee Act: housing developments. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. This bill would prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the housing impact requirement be roughly proportional in both nature and extent to the impact created by the housing development project.		
AB 1580 Levine	Amended 7/1/2019	Senate 2 year	Major infrastructure construction projects: oversight committees. Current law requires the Department of Transportation and the Bay Area Toll Authority to establish the Toll Bridge Program Oversight Committee, as provided, to review and provide program direction for seismic retrofit and replacement projects on toll bridges within the geographic jurisdiction of the committee. This bill, except as specified, would similarly require a state agency undertaking a publicly funded major infrastructure construction project that is estimated to cost \$1,000,000,000 or more to form an oversight committee, as provided, to develop and use risk management plans throughout the course of the project, and to take specified actions relating to managing risks. The bill would require the oversight committee to act as the authority for critical decisions regarding the implementation of the project's risk management plan and to have sufficient staff to support decisionmaking.		
AB 1782 Chau	Amended 5/24/2019	Senate 2 year	Automated license plate recognition information: usage and privacy policy. Current law authorizes the Department of the California Highway Patrol to share automated license plate data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the length of time ALPR information will be retained, and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would delete the requirement that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the retention and destruction information described above, and would instead require those usage and privacy policies to include a procedure to ensure the destruction of all nonanonymized ALPR information no more than 60 days from the date of collection, except as provided.		

AB 1839 Bonta	Amended 5/4/2020	Assembly Natural Resources	Climate change: California Green New Deal: California Green New Deal Task Force: report. Would enact the California Green New Deal. The bill would make a series of legislative findings and declarations pertaining to various environmental, social, and economic conditions in the state, including an enumeration of specified rights that all residents of the state have. The bill would state that the Legislature establishes specified goals that would improve the quality of many aspects of life for residents of the state, including, among other things, health care, employment training and transition, worker rights, climate change effects assistance, affordable housing, environmental conditions such as air quality, land use decisionmaking, and racial equity. The bill would create, within the Strategic Growth Council, the California New Green Deal Task Force, with a membership of state officials and public representatives, as specified.		
AB 1848 Lackey	Introduced 1/6/2020	Assembly Transportation	High-speed rail: Metrolink commuter rail system. The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9,000,000,000 in general obligation bonds for high-speed rail purposes and \$950,000,000 for other related rail purposes. This bill would appropriate \$4,000,000,000 of those bond revenues to the Southern California Regional Rail Authority to fund improvements to the Metrolink commuter rail system.		
AB 1851 Wicks	Amended 5/5/2020	Assembly Local Government	Religious institution affiliated housing development projects: parking requirements. Would prohibit a local agency from requiring the replacement of religious-use parking spaces that a developer of a religious institution affiliated housing development project proposes to eliminate as part of that housing development project. The bill would prohibit the number of religious-use parking spaces requested to be eliminated from exceeding 50% of the number that are available at the time the request is made. The bill would prohibit a local agency from requiring the curing of any preexisting deficit of the number of religious-use parking spaces as a condition of approval of a religious institution affiliated housing development project.		

<u>AB 1905</u> <u>Chiu</u>	Introduced 1/8/2020	Assembly Housing and Community Development	Housing and Homeless Response Fund: personal income taxation: mortgage interest deduction. The Personal Income Tax Law allows various deductions in computing the income that is subject to the taxes imposed by that law, including, in modified conformity with federal income tax laws, a deduction for a limited amount of interest paid on acquisition indebtedness, as defined, with respect to a qualified residence of the taxpayer. Current law limits the aggregate amount treated as acquisition indebtedness for these purposes to \$1,000,000, or \$500,000 in the case of a married individual filing a separate return. Existing law specifies for these purposes that a qualified residence includes the taxpayer's principal residence and one other residence selected by the taxpayer, as provided. This bill, for taxable years beginning on or after January 1, 2020, and with respect to acquisition indebtedness initially incurred by a taxpayer on or after January 1, 2018, would reduce the above-described limit on the aggregate amount treated as acquisition indebtedness from \$1,000,000, or \$500,000 in the case of a married individual filing a separate return, to \$750,000 and \$375,000, respectively.		
<u>AB 1920</u> <u>Boerner</u> <u>Horvath</u>	Amended 5/4/2020	Assembly Natural Resources	Climate change: California Climate Adaptation Center and Regional Support Network. Current law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, and update biannually, a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. This bill would establish the Climate Adaptation Center and Regional Support Network in the Ocean Protection Council to provide local governments facing sea level rise challenges with information and scientific expertise necessary to proceed with sea level rise mitigation.		
<u>AB 1924</u> <u>Grayson</u>	Introduced 1/14/2020	Assembly Local Government	Housing development: fees. Would require that a fee levied or imposed on a housing development project by a local agency be proportionate to the square footage of the proposed unit or units. By imposing additional duties on local agencies that impose fees under the Mitigation Fee Act, the bill would impose a state-mandated local program.		
<u>AB 1964</u> <u>Frazier</u>	Introduced 1/21/2020	Assembly Transportation	Autonomous vehicles. Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Current law defines an "autonomous vehicle" for this purpose as any vehicle equipped with autonomous technology, as defined, that has been integrated into the vehicle. This bill would expand the definition of the term "autonomous vehicle" to also include a remotely operated vehicle, defined as a specified type of vehicle that is capable of being operated by a driver or operator that is not inside of the vehicle.		

AB 1991 Friedman	Introduced 1/27/2020	Assembly Transportation	Transit and Intercity Rail Capital Program: passenger tramways. Would expand the purpose of the Transit and Intercity Rail Capital Program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.		
AB 1992 Friedman	Amended 3/11/2020	Assembly Transportation	Transportation: transportation infrastructure: climate change. Would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the Department of Transportation, in consultation with the California Transportation Commission, to update the asset management plan on or before December 31, 2022, and every 4 years thereafter, and for the updates to take into account the forecasted impacts of climate change on transportation infrastructure. The bill would require the updates to the California Transportation Plan and the Strategic Growth Council's report to include a forecast of the impacts of climate change on transportation infrastructure and measures to address those impacts.		
AB 1997 Nazarian	Amended 3/16/2020	Assembly Appropriations	Building codes: earthquake safety: functional recovery standard. Would require the California Building Standards Commission, by June 30, 2021, to assemble a functional recovery working group comprised of certain state entities and members of the construction and insurance industries, as specified. The bill would require the working group, by June 30, 2023, to consider whether a "functional recovery" standard is warranted for all or some building occupancy classifications, using specified criteria, and to investigate the practical means of implementing that standard, as specified. The bill would require the working group to advise the appropriate state agencies to propose the building standards, as specified. The bill would authorize the commission to adopt regulations based upon the recommendations from the working group for nonresidential occupancies. The bill would define "functional recovery" for purposes of these provisions, as specified.		
AB 1999 Frazier	Amended 5/4/2020	Assembly Transportation	Vehicles: speed limits. Current law prohibits driving certain vehicles, including a schoolbus transporting school pupils or a vehicle transporting explosives, upon a highway at a speed in excess of 55 miles per hour. Current law imposes specified other restrictions on those vehicles, including a requirement that those vehicles be driven at a distance of not less than 300 feet to the rear of any other of those vehicles preceding them when being driven outside of a business or residential district. This bill would remove the prohibition on driving those vehicles at a speed in excess of 55 miles per hour and would make other conforming changes.		

<u>AB 2012</u> <u>Chu</u>	Introduced 1/28/2020	Assembly Transportation	Free senior transit passes: eligibility for state funding. Would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.		
<u>AB 2057</u> <u>Chiu</u>	Amended 5/4/2020	Assembly Transportation	San Francisco Bay area: public transportation. Would declare the intent of the Legislature to enact subsequent legislation that would create a transportation network manager for the 9-county San Francisco Bay area to, among other things, integrate all aspects of public transit within the 9-county San Francisco Bay area and provide leadership and accountability in planning, coordinating, and financing the transportation network. The bill would establish a 19-member Bay Area Seamless Transit Task Force to recommend to the Legislature the structure, governance, and funding of the transportation network manager and the organizational structure, governance, and funding for San Francisco Bay area transportation agencies, and other reforms to the San Francisco Bay area's local, regional, and state public agencies, that should be enacted in future legislation to maximize the effectiveness of the public transit system in the San Francisco Bay area.		
<u>AB 2058</u> <u>Gabriel</u>	Amended 3/2/2020	Assembly Revenue and Taxation	Income taxes: credits: low-income housing. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2021, and before January 1, 2026, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a multifamily rental housing development or mobilehome park to a qualified developer, as defined, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would limit the aggregate amount of credit that may be allocated by the committee to \$500,000,000. The bill would require the credits to be reserved on a first-come-first-served basis.		

AB 2063 Mullin	Introduced 2/4/2020	Assembly Revenue and Taxation	Property taxation: welfare exemption: low-income housing. Would require any outstanding qualified ad valorem property tax in excess of the \$20,000,000 limitation, and related interest or penalty, which was levied or imposed on and after January 1, 2019, and before January 1, 2020, with respect to qualified property for which a qualified claim was filed, to be canceled to the extent that the amount canceled does not result in a total assessed value exemption amount in excess of \$100,000,000 being allowed to a qualified taxpayer with respect to a single property or multiple properties for any fiscal year. The bill would, on and after January 1, 2020, prohibit an escape assessment from being levied on qualified property if that amount would be subject to cancellation pursuant to this bill.		
AB 2078 Calderon	Amended 3/16/2020	Assembly Housing and Community Development	Housing development. Would require the California Housing Finance Agency to conduct a study to identify financial impediments to developing entitled properties in the state and post a report of the study on its internet website by January 1, 2022. The bill would also state the intent of the Legislature to enact legislation that would authorize the California Housing Finance Agency to loan money to developers for the purpose of building housing units, conditioned on loan terms and the payment of interest at commercial market rates and full repayment of the loan.		
AB 2089 Rivas, Luz	Amended 3/9/2020	Assembly Natural Resources	Resilient Economies and Community Health Pilot Program. Would establish the Resilient Economies and Community Health Pilot Program from January 1, 2021, through December 31, 2025, and would have the program be administered by the Strategic Growth Council as a grant pilot program for eligible community-based organizations, as defined, to provide a comprehensive suite of coordinated incentives and services to disadvantaged communities, as defined, at the resident household level to provide economic savings, reduce greenhouse gas emissions and air pollution, and improve resiliency to the impacts of climate change. The bill would require the council to submit specified reports to the Legislature on the program no later than January 1, 2025.		
AB 2121 Friedman	Introduced 2/6/2020	Assembly Transportation	Traffic safety. Would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual.		

AB 2137 Wicks	Introduced 2/10/2020	Assembly Local Government	Planning and Zoning Law: court orders: housing development projects. The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible for development for the use of very low, low-, or moderate-income households, or an emergency shelter, including through the use of design review standards, unless it makes prescribed written findings. The act defines a housing development project for these purposes to mean residential units, mixed-use developments consisting of residential and nonresidential uses with at least two-thirds of the square footage designated for residential use, and transitional housing or supportive housing. This bill would remove the option of a court, when issuing a final order or judgment in favor of a plaintiff challenging the validity of a general plan or mandatory element, to suspend the authority of the city, county, or city and county to issue specified building permits, to grant zoning changes or variances, and to grant subdivision map approvals, for housing development projects, as defined in the Housing Accountability Act.		
AB 2145 Ting	Amended 5/4/2020	Assembly U. & E.	Transportation electrification: electric vehicle charging ports. Would require the PUC to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to meet the goal of installing at least 1,000,000 electric vehicle charging ports by December 31, 2030. The bill would require the statewide assessment prepared by the Energy Commission to include as a goal the installation of at least 1,000,000 electric vehicle charging ports by December 31, 2030.		
AB 2148 Quirk	Amended 3/5/2020	Assembly Natural Resources	Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans. Current law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. This bill would require the Strategic Growth Council, by July 1, 2021, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2022, to develop criteria for the development of regional climate adaptation plans.		

AB 2168 McCarty	Amended 5/4/2020	Assembly Local Government	Planning and zoning: electric vehicle charging stations: permit application: approval. Would require an application to install an electric vehicle charging station to be deemed complete if, 5 business days after the application was submitted, the building official of the city, county, or city and county has not deemed the application complete, as specified, and if the building official has not issued a one-written correction notice, as specified. The bill would require an application to install an electric vehicle charging station to be deemed approved if 15 business days after the application was deemed complete certain conditions are met, including that the building official of the city, county, or city and county has not approved the application, as specified, and the building official has not made findings that the proposed installation could have an adverse impact, as described above, and required the applicant to apply for a use permit.		
AB 2176 Holden	Introduced 2/11/2020	Assembly Transportation	Free student transit passes: eligibility for state funding. Would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.		
AB 2188 Calderon	Amended 5/4/2020	Assembly Transportation	Charge Ahead California Initiative: Air Quality Improvement Program: Clean Vehicle Rebate Project. Would require the forecast for the Clean Vehicle Rebate Project to include several items, including, among other things, the total state rebate investment necessary to facilitate reaching the goal of no longer needing the Clean Vehicle Rebate Project to be in effect and recommendations on changes to the project structure and rebate levels. The bill would require the State Air Resources Board to update the forecast at least every 3 years until January 1, 2030. This bill also would require the state board, for the purposes of the Clean Vehicle Rebate Project, to adopt criteria and other requirements to ensure that rebate levels can be phased down in increments based on cumulative sales levels.		

AB 2195 Maienschein	Amended 5/4/2020	Assembly Housing and Community Development	Infill Infrastructure Grant Program of 2019. Would require the Department of Housing and Community Development, upon appropriation by the Legislature, to create and administer a grant category within the Infill and Infrastructure Grant Program of 2019 that provides grants for capital improvement projects, as defined, that are within one mile of a qualifying infill project and would improve the quality of life in the qualifying infill area. This bill would subject the grant category established by these provisions to the same application process and review procedures as established in the Infill and Infrastructure Grant Program of 2019. The bill would authorize the department to adopt guidelines for the purposes of administering the program.		
AB 2249 Mathis	Introduced 2/13/2020	Assembly Print	High-speed rail: legislative oversight. Would create the Joint Legislative Committee on High-Speed Rail Oversight consisting of 3 Members of the Senate and 3 Members of the Assembly and would require the committee to ascertain facts, review documents, and take action thereon, and make recommendations to the Legislature concerning the state's programs, policies, and investments related to high-speed rail, as specified. The bill would require the authority and any entity contracting with the authority to give and furnish to the committee upon request information, records, and documents as the committee deems necessary and proper to achieve its purposes.		
AB 2262 Berman	Amended 5/4/2020	Assembly Transportation	Greenhouse gases: zero-emission vehicle charging or fueling infrastructure: statewide assessment and zero-emission readiness plans. Current law requires the State Energy Resources Conservation and Development Commission to prepare a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electrical vehicle adoption required for the state to meet the goal of deploying at least 5,000,000 vehicles by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. Current law requires the commission to update the assessment at least once every 2 years. This bill, on and after January 1, 2021, would require the assessment to consider the different electric vehicle charging infrastructure needs of metropolitan planning areas.		
AB 2310 Daly	Introduced 2/14/2020	Assembly Transportation	Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest. Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.		

AB 2323 Friedman	Amended 5/4/2020	Assembly Natural Resources	California Environmental Quality Act: exemptions. CEQA exempts from its requirements a transit priority project that is declared by the legislative body of a local government to be a sustainable communities project and various housing projects, including, among others, agricultural employee housing projects, affordable housing projects, housing projects on infill sites, and residential or mixed-use housing projects, that meet certain requirements. This bill would allow a project located on a site that is included in lists regarding the presence of hazardous substances compiled by specified state agencies to be exempt from those requirements if the Department of Toxic Substances Control has cleared the site for the proposed land use.		
AB 2406 Wicks	Amended 5/4/2020	Assembly Housing and Community Development	Rental registry online portal. Would require the Department of Housing and Community Development to enter into a contract with a contractor to create and administer a rental registry online portal, which would be designed to receive specified information from landlords that own or operate 5 or more rental dwelling units regarding their residential tenancies and to disseminate this information to the general public. The bill would require that the rental registry online portal, and the form necessary to support it, be completed by January 1, 2022, and would require a landlord to submit a rental registry form for each property on or before April 1, 2022. The bill would require landlords, under penalty of perjury, to provide a variety of information regarding the location of rental property, its ownership, and its occupancy, among other things.		
AB 2542 Kalra	Introduced 2/19/2020	Assembly Appropriations	Local transportation funds: State Transit Assistance Program: reports. Current law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.		
AB 2586 Berman	Amended 3/16/2020	Assembly Housing and Community Development	Shelter crisis: safe parking programs. Would provide that a political subdivision is immune from liability for ordinary negligence in the provision of a safe parking program during a declared shelter crisis and would suspend the application of the Special Occupancy Parks Act, the Mobilehome Parks Act, the Mobilehome Residency Law, and the Recreational Vehicle Park Occupancy Law to the safe parking program. The bill would define "safe parking program" for these purposes as a program that provides homeless individuals and families living in a vehicle a safe place to park while accessing services to end their homelessness.		

AB 2589 Maienschein	Introduced 2/20/2020	Assembly Housing and Community Development	No Place Like Home Program: permanent supportive housing. Current law, the No Place Like Home Program (NPLH), as ratified and amended by Proposition 2, which was approved by the voters at the November 6, 2018, statewide general election, provides funding to provide permanent supportive housing for the target population, which is defined to include individuals who have a serious mental disorder and who are homeless, chronically homeless, or at risk of chronic homelessness. This bill would amend Proposition 2 by expanding the definition of permanent supportive housing to include specified licensed adult residential facilities, residential care facilities for the elderly, and any innovative housing solution in the mental health continuum of care.		
AB 2605 Chiu	Amended 5/4/2020	Assembly Housing and Community Development	Density bonuses: affordable housing. Current law generally requires that a housing development meeting these criteria receive a density bonus of 80% of the number of units for lower income housing, but exempts a development from any maximum controls on density if it is located within 1/2 mile of a major transit stop, as defined. Existing law requires that a housing development meeting these criteria also receive 4 incentives or concessions under the Density Bonus Law and prohibits a development that receives a waiver from maximum controls on density from receiving a waiver or reduction of development standards other than as expressly provided in specified provisions of the Density Bonus Law. This bill would, instead, require that a housing development meeting these criteria receive at least 4 incentives or concessions, thereby authorizing additional incentives or concessions for these developments.		
AB 2619 Stone, Mark	Introduced 2/20/2020	Assembly Natural Resources	Coastal resources: Program for Coastal Resilience, Adaptation, and Access. Would establish the Program for Coastal Resilience, Adaptation, and Access for the purpose of funding specified activities intended to help the state prepare, plan, and implement actions to address and adapt to sea level rise and coastal climate change. The bill would create the Coastal Resilience, Adaptation, and Access Fund in the State Treasury, and would authorize the California Coastal Commission and specified state agencies to expend moneys in the fund, upon appropriation in the annual Budget Act, to take actions, based upon the best scientific information, that are designed to address and adapt to sea level rise and coastal climate change, as prescribed.		
AB 2621 Mullin	Amended 5/5/2020	Assembly Natural Resources	Strategic Growth Council: regional climate networks: climate adaptation action plans. Would authorize certain local government entities to establish and participate in a regional climate network, as defined, to prepare a regional climate adaptation action plan for certain regions, as described. The bill would authorize membership in each regional climate network to be determined at the local level. The bill would not limit the number of regional climate networks that may be established within each region.		

<u>AB 2661</u> <u>Chu</u>	Amended 5/4/2020	Assembly Local Government	Santa Clara Valley Transportation Authority: board of directors. Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the VTA in a 12-member board of directors and requires the board of directors to annually elect a chairperson who shall preside at all meetings and a vice chairperson who shall serve in the absence of the chairperson. This bill would instead require the board of directors to biennially elect a chairperson and a vice chairperson.		
<u>AB 2667</u> <u>Boerner</u> <u>Horvath</u>	Introduced 2/20/2020	Assembly Print	Air Quality Improvement Program: Clean Vehicle Rebate Project: electric bicycles. Would state the intent of the Legislature to enact future legislation to develop an incentive program within the Clean Vehicle Rebate Project for the purchase of electric bicycles for the purpose of providing climate change benefits by reducing the number of vehicle miles traveled.		
<u>AB 2674</u> <u>Ting</u>	Introduced 2/20/2020	Assembly Transportation	Toll bridges: pedestrians and bicycles. Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. Current law, until January 1, 2021, prohibits a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges. This bill would extend that prohibition until January 1, 2031.		
<u>AB 2698</u> <u>Gray</u>	Amended 3/11/2020	Assembly Transportation	High-Speed Rail Authority: trains powered by fossil fuel combustion engines. Would prohibit the High-Speed Rail Authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified.		

AB 2730 Cervantes	Amended 5/4/2020	Assembly Governmental Organization	Access and functional needs: local government: agreement for emergency management, transportation, and paratransit services. Would require a regional transit district, county transportation commission, or other local transportation authority that provides paratransit services to enter into an agreement with adjacent regional transit districts, county transportation commissions, or local transportation authorities, upon request of the adjacent district, commission, or authority, for purposes of permitting the adjacent district, commission, or authority to borrow, for compensation, paratransit vehicles and drivers in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the jurisdiction or service area of the adjacent district, commission, or authority.		
AB 2738 Quirk-Silva	Introduced 2/20/2020	Assembly Transportation	Highway Users Tax Account: apportionment to counties: expenditure. Would expand the purposes for which a county may spend moneys deposited into its road fund to include any street or road within the county. If a county expends moneys received from the Highway Users Tax Account for streets and roads within the county, the bill would require the county to use those funds equitably throughout the county to identify and improve streets and roads that have the highest need.		
AB 2800 Quirk	Amended 3/4/2020	Assembly Natural Resources	Climate change: infrastructure planning. Current law requires the Natural Resources Agency to establish a Climate-Safe Infrastructure Working Group for the purpose of examining how to integrate scientific data concerning projected climate change impacts into state infrastructure engineering, including oversight, investment, design, and construction. Current law requires the working group, by July 1, 2018, to make recommendations to the Legislature and the Strategic Growth Council that address specified climate change issues. Current law requires these provisions to be inoperative on July 1, 2020, and repeals them on January 1, 2021. This bill would delete the above inoperative and repeal dates, thereby extending the above provisions indefinitely.		
AB 2822 Waldron	Introduced 2/20/2020	Assembly Labor and Employment	Worker status: independent contractors: transportation network companies. Current law exempts specified occupations and business relationships from the application of Dynamex and the provisions as specified, including various professional services provided by graphic designers, grant writers, and fine artists, among others. This bill would also exempt transportation network companies from the application of Dynamex and the above provisions.		

AB 2824 Bonta	Amended 5/4/2020	Assembly Transportation	Bay Bridge Fast Forward Program. Would require the Metropolitan Transportation Commission, Department of Transportation, and certain transit entities to jointly identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require the commission, department, and certain transit operators, on or before January 1, 2022, to jointly submit to the Legislature a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor.		
AB 2828 Friedman	Introduced 2/20/2020	Assembly Transportation	Traffic safety. Would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual.		
AB 2829 Ting	Introduced 2/20/2020	Assembly Revenue and Taxation	Property taxation: welfare exemption: rental housing: moderate-income housing. 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 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. This bill, on and after January 1, 2021, and before January 1, 2041, would provide a similar exemption for qualified property, as defined, that meets the requirements of the welfare exemption and that is used exclusively for rental housing and related facilities, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving moderate-income households, as defined, represents of the total number of residential units.		

<u>AB 2832</u> <u>Garcia, Cristina</u>	Introduced 2/20/2020	Assembly Natural Resources	Greenhouse gases: carbon neutrality. Would declare the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The bill would require the state board to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward achieving carbon neutrality, and to ensure that updates to the scoping plan identify and recommend measures to achieve carbon neutrality. The bill would require a specified plan prepared by the state board and other specified agencies to include sequestration targets consistent with achieving carbon neutrality, and would impose other requirements on state agencies relating to working toward carbon neutrality.		
<u>AB 2837</u> <u>Quirk-Silva</u>	Introduced 2/20/2020	Assembly Housing and Community Development	UNITY Act: affordable housing software. Would enact the UNITY Act (act), which requires the development of UNITY software for purposes of rapidly processing affordable housing applications on a single, shared platform, among other purposes. The bill would require, upon appropriation by the Legislature of no more than \$5,000,000 in the Budget Act or other statute, a state agency to develop and implement, or procure a contract for a third party to develop and implement, UNITY software pursuant to the act. The bill would require the UNITY software to be developed in 3 phases, as described, within one year of appropriation by the Legislature.		
<u>AB 2843</u> <u>Chu</u>	Introduced 2/20/2020	Assembly Local Government	Local employer affordable housing fees: Affordable Housing Assistance Fund. Would require a city, county, or city and county to collect an additional annual fee from any applicant for a local business license in an amount depending on the number of employees employed by the business, as specified. The bill would require the local entity to create a fund, entitled the "Affordable Housing Assistance Fund," in which the fees collected under these provisions would be deposited. The bill would require the moneys in the fund to be used for specified purposes, including first-time homebuyer programs, vouchers for individuals experiencing homelessness, funding and subsidizing affordable housing development projects, and rental assistance.		

<u>AB 2850</u> <u>Low</u>	Amended 5/4/2020	Assembly Appropriations	Public transit employer-employee relations: San Francisco Bay Area Rapid Transit District. Current law creates the San Francisco Bay Area Rapid Transit District with various powers and duties and establishes a board of directors as the legislative body of the district. Current law requires the board, upon a majority of district employees in a unit appropriate for collective bargaining indicating a desire to be represented by a labor organization, to bargain with the accredited representative of those employees. Current law requires the board and employees to bargain in good faith and make all reasonable efforts to reach agreement on the terms of a written contract governing wages, salaries, hours, working conditions, and grievance procedures. This bill would instead require that the Meyers-Milias-Brown Act govern the district's employer-employee relations, as specified, and that these relations be subject to the exclusive jurisdiction of, and be administered by, the Public Employment Relations Board.		
<u>AB 2916</u> <u>Bloom</u>	Introduced 2/21/2020	Assembly Housing and Community Development	Homelessness plan of action. Would enact the Homelessness Plan of Action Act, which requires all local agencies, as defined, to adopt and submit to the Department of Housing and Community Development, by January 1, 2022, a homelessness plan of action that includes specified information, including, among other things, information regarding surplus land that could be used to develop homeless shelters, assisted living units, and affordable housing. The bill would require a local agency to update and submit, to the department, the plan at least once every 4 years thereafter by January 1. The bill would require the department, in consultation with any state agency the department may choose, to review and provide recommendations on improvements to each local agency's homelessness plan of action within 120 days of receiving an action plan, as provided.		
<u>AB 2919</u> <u>Chiu</u>	Introduced 2/21/2020	Assembly Print	Pedestrian safety. Current law makes various provisions relating to pedestrian safety, including requiring the driver of a vehicle to yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as specified. This bill would make technical, nonsubstantive changes to those provisions.		
<u>AB 2995</u> <u>Chiu</u>	Amended 5/4/2020	Assembly Transportation	San Francisco Area Water Emergency Transportation Authority. Would specify that the San Francisco Bay Area Water Emergency Transportation Authority has exclusive authority, rather than authority and control, over public transportation ferries within the San Francisco Bay area region. The bill would expand the definition of "public transportation ferries" to also include ferryboats landed at any facility operated, sponsored, funded, or subsidized by any public agency, but would exclude sightseeing ferries and ferries that do not provide point-to-point service from that definition.		

<u>AB 3041</u> <u>Low</u>	Introduced 2/21/2020	Assembly P. & C.P.	Peer-to-peer car sharing. Current law prohibits an insurer from classifying a private passenger motor vehicle as a commercial vehicle, for-hire vehicle, permissive use vehicle, or livery solely because its owner allows it to be shared if specified criteria are met. Current law requires a personal vehicle sharing program to provide insurance coverage for the vehicle and driver that is equal to or greater than the coverage maintained by the vehicle owner, but no less than 3 times the minimum coverage amounts for private passenger vehicles. This bill would repeal the above insurance coverage requirement and would instead require a peer-to-peer car sharing program to assume the liability for a loss during the sharing period in an amount not less than the minimum coverage amounts for private passenger vehicles.		
<u>AB 3085</u> <u>Limón</u>	Introduced 2/21/2020	Assembly Print	Wildfire prone areas. Current law requires the Director of Forestry and Fire Protection to identify areas in the state as very high fire hazard severity zones pursuant to a specified criteria. Current law requires a local agency, as defined, to designate very high fire hazard severity zones, as specified. This bill would state the intent of the Legislature to enact legislation relating to housing in wildfire prone areas.		
<u>AB 3107</u> <u>Bloom</u>	Introduced 2/21/2020	Assembly Housing and Community Development	Planning and zoning: general plan: housing development. Would, notwithstanding any inconsistent provision of a city's or county's general plan, specific plan, zoning ordinance, or regulation, require that a housing development in which at least 20% of the units have an affordable housing cost or affordable rent for lower income households, as those terms are defined, be an allowable use on a site designated in any element of the general plan for commercial uses.		
<u>AB 3116</u> <u>Irwin</u>	Amended 5/4/2020	Assembly P. & C.P.	Mobility devices: personal information. Would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent.		

AB 3144 Grayson	Introduced 2/21/2020	Assembly Housing and Community Development	Housing Cost Reduction Incentive Program. Would establish the Housing Cost Reduction Incentive Program, to be administered by the Department of Housing and Community Development, for the purpose of reimbursing cities, counties, and cities and counties for development impact fee waivers or reductions provided to qualified rental housing developments. Upon appropriation, the bill would require the department to provide grants to applicants in an amount equal to 50% of the amount of development impact fee waived or reduced for a qualified rental housing development by issuing a Notice of Funding Availability for each calendar year in which funds are made available for the program, as provided. The bill would require an applicant that receives a grant under the program to use those funds solely for those purposes for which the development impact fee that was waived or reduced would have been used.		
AB 3145 Grayson	Introduced 2/21/2020	Assembly Local Government	Local government: housing development projects: fees and exactions cap. Would prohibit a city or county from imposing a specified fee or exaction if the total dollar amount of the fees and exactions that a city or county would impose on a proposed housing development is greater than 12 percent of the city's or county's median home price unless approved by the Department of Housing and Community Development. The bill would authorize a city or county to seek approval from the department to impose a fee or an exaction that would result in the total dollar amount of fees and exactions exceeding that limitation by making a specified finding and submitting a completed application for a waiver.		
AB 3146 Bonta	Introduced 2/21/2020	Assembly Housing and Community Development	Housing data: collection and reporting. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development that includes, among other specified information, the number of net new units of housing that have been issued a completed entitlement, a building permit, or a certificate of occupancy, thus far in the housing element cycle, as provided. This bill would require a planning agency to include in that annual report specified additional information regarding housing development projects located within the jurisdiction, and information related to local requirements or incentives for proposed housing development projects, as provided, thereby imposing a state-mandated local program.		

<u>AB 3147</u> <u>Gabriel</u>	Introduced 2/21/2020	Assembly Local Government	Fees for development projects. Would require a judicial action or proceeding to be conducted in accordance with other procedures that, among other things, require a protest to be filed within 90 days after the imposition of the fees and an action to attack, review, set aside, void, or annul the imposition of the fees to be filed within 180 days after delivery of a specified notice by the local agency. The bill would require revenues in excess of actual cost to be used to reimburse the payor of the fee or service charge.		
<u>AB 3148</u> <u>Chiu</u>	Introduced 2/21/2020	Assembly Housing and Community Development	Planning and zoning: density bonuses: affordable housing: fee reductions. Would require a city, county, special district, water corporation, utility, or other local agency, except a school district, to reduce an impact fee or other charges imposed on the construction of a deed restricted affordable housing unit that is built pursuant to a density bonus, to amounts that are, depending on the affordability restriction on the unit, a specified percentage of the impact fee or other charge that would be imposed on a market rate unit within the development. The bill would exempt from these provisions units that are required to be affordable pursuant to a local inclusionary housing ordinance. The bill would define "impact fee" for purposes of these provisions. By imposing requirements on local agencies with respect to density bonuses, this bill would impose a state-mandated local program.		
<u>AB 3149</u> <u>Gloria</u>	Amended 5/4/2020	Assembly Local Government	Mitigation Fee Act: fees: notice: publicly available data. The Mitigation Fee Act requires the local agency to make available to the public, at least 10 days prior to the meeting, the data indicating the amount of cost, or estimated cost, required to provide the service for which the fee or service charge is levied and the revenue sources anticipated to provide the service, as specified. The act also authorizes the local agency to provide notice via electronic notification to those who specifically request it, and authorizes the legislative body of a local agency to establish a reasonable annual charge for sending notices based on the estimated cost of providing the service. The act authorizes any party to protest the imposition of a fee, dedication, reservation, or other exactions imposed on a development project within 90 or 120 days of the imposition of the fee, as applicable, and specifies procedures for those protests and actions. The act imposes the same requirements on a local agency for a new or increased fee for public facilities. This bill would increase, for fees and service charges and for fees for specified public facilities, the time for mailing the notice of the time and place of the meeting to at least 45 days before the meeting		

AB 3157 Berman	Introduced 2/21/2020	Assembly Housing and Community Development	Department of Housing and Community Development: regional housing need allocation: low-income community college students. Would require that the Department of Housing and Community Development's recommendations for an improved regional housing need allocation process and methodology additionally promote and streamline the developing of housing for low-income community college students.		
AB 3205 Salas	Amended 5/4/2020	Assembly Jobs, Economic Development and the Economy	Regions Rise Grant Program. Would establish the Regions Rise Grant Program within the Governor's Office of Business and Economic Development for the purpose of enabling regions to collaborate and create interdisciplinary and cross-sector regional strategies to address key regional barriers to prosperity for all. The bill would define "region" for these purposes as a group consisting of at least one government agency, one local business, one educational or workforce entity, and one nonprofit organization, that is comprised of a geographic area that experiences common community issues and challenges.		
AB 3209 Aguiar-Curry	Amended 3/12/2020	Assembly Transportation	Local alternative transportation improvement program: County of Napa. Would, for state transportation facilities at the intersection of State Route 29 and State Route 221 in the County of Napa that are no longer planned to be constructed, authorize the transportation planning agency having jurisdiction over the facilities, acting jointly with the County of Napa, to develop and file with the California Transportation Commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the county. The bill would give the commission the final authority regarding the content and approval of the local alternative, and would prohibit the commission from approving the local alternative if it is submitted after July 1, 2022.		
AB 3335 Friedman	Introduced 2/21/2020	Assembly Natural Resources	California Environmental Quality Act: transit priority projects. CEQA provides for limited CEQA review or exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.		

<u>ACA 1</u> <u>Aguiar-Curry</u>	Amended 3/18/2019	Assembly Reconsideration	Local government financing: affordable housing and public infrastructure: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.	Support	Support
<u>SB 45</u> <u>Allen</u>	Amended 1/23/2020	Assembly Desk	Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020. Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,510,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program.		
<u>SB 59</u> <u>Allen</u>	Amended 7/3/2019	Assembly 2 year	California Transportation Commission: advisory committee: autonomous vehicle technology. Current law creates the California Transportation Commission with various powers and duties, including the duty to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. This bill would require the chair of the commission to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that California continues to be the world leader in autonomous, driverless, and connected vehicle technology.		
<u>SB 146</u> <u>Beall</u>	Introduced 1/18/2019	Assembly 2 year	Peninsula Rail Transit District. Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.		

SB 182 Jackson	Amended 9/6/2019	Assembly 2 year	Local government: planning and zoning: wildfires. Current law requires the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after January 1, 2020, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.		
SB 254 Hertzberg	Amended 1/6/2020	Assembly Desk	California Earthquake Authority. Under current law, the CEA is authorized to transact insurance in this state as necessary to sell policies of basic residential earthquake insurance. Current law establishes a capital structure for the CEA, with several sources of financing. Current law authorizes the CEA to assess participating insurance companies up to \$1,780,000,000, if claims and claim expenses paid by the CEA due to earthquake events exhaust 4 specified sources of capital, including the CEA's available capital and all insurer capital contributions and assessments. This bill would repeal that assessment authorization. The bill would also make technical and conforming changes.		Support and Seek Amendments
SB 278 Beall	Amended 3/28/2019	Assembly Desk	Metropolitan Transportation Commission. The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region.		

SB 336 Dodd	Amended 4/29/2019	Assembly 2 year	Transportation: fully-automated transit vehicles. Would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.		
SB 592 Wiener	Amended 9/9/2019	Assembly Rules	Housing development: Housing Accountability Act: permit streamlining. The Housing Accountability Act (the HAA), among other things, requires a local agency that proposes to disapprove or impose specified conditions on a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, within the meaning of the Permit Streamlining Act, to make specified written findings based on a preponderance of the evidence in the record. This bill would additionally require a local agency to make those findings if it proposes to disapprove or impose specified conditions on a housing development project that is determined to be complete, as provided, and would make other related conforming changes.		
SB 621 Glazer	Amended 6/17/2019	Assembly 2 year	California Environmental Quality Act: expedited judicial review: affordable housing projects: reports. Would require the Judicial Council, by July 1, 2020, to adopt a rule of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification of an environmental impact report for an affordable housing project, as defined, or the granting of an approval of an affordable housing project that requires the action or proceeding, including any potential appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceeding with the court. The bill would provide that these provisions do not apply to an affordable housing project if it is in certain locations.		

SB 664 Allen	Amended 9/10/2019	Assembly 2 year	Electronic toll and transit fare collection systems. Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities.	Support	
SB 672 Hill	Amended 4/25/2019	Assembly 2 year	Planning and zoning: regional housing need allocation: City of Brisbane. Would, for the 5th and 6th cycle of the housing element planning period for the City of Brisbane, prohibit the Association of Bay Area Governments from allocating to the City of Brisbane a share of the regional housing need that exceeds the share allocated to the city for the current planning period if specified conditions apply. Among these conditions, the bill would require that the City of Brisbane has taken action during the current planning period to zone or rezone sites sufficient to accommodate 615% or more of its regional housing need allocation for the current planning period.		
SB 773 Skinner	Amended 1/6/2020	Assembly Desk	Land use: accessory dwelling units. Current law requires a local agency to ministerially approve or deny a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. This bill would deem a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit approved if the local agency has not acted upon the completed application within 60 days.		

SB 899 Wiener	Amended 3/5/2020	Senate Housing	Planning and zoning: housing development: nonprofit hospitals or religious institutions. 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. This bill would require that a housing development project be a use by right upon the request of a nonprofit hospital, nonprofit diagnostic or treatment center, nonprofit rehabilitation facility, nonprofit nursing home, or religious institution that partners with a qualified developer on any land owned in fee simple by the applicant if the development satisfies specified criteria. The bill would define various terms for these purposes.		
SB 902 Wiener	Amended 3/9/2020	Senate Housing	Planning and zoning: neighborhood multifamily project: use by right: density. Current law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. This bill would provide that a neighborhood multifamily project is a use by right in zones where residential uses are permitted if the project is not located in a very high fire severity zone, does not demolish sound rental housing or housing that has been placed on a national or state historic register, follows specified local objective criteria, and meets specified density requirements.		
SB 906 Skinner	Introduced 2/3/2020	Senate Housing	Housing: joint living and work quarters and occupied substandard buildings or units. Current law permits a city or county to adopt alternative building regulations for the complete or partial conversion of commercial or industrial buildings to joint living and work quarters. Current law defines a joint living and work quarter as residential occupancy by a family or not more than 4 unrelated persons maintaining a common household of one or more rooms or floors in a building originally designed for industrial or commercial occupancy, as specified. This bill would redefine joint living and work quarters to mean residential occupancy by a group of persons, whether those persons are related or unrelated.		

<u>SB 940</u> <u>Beall</u>	Amended 4/17/2020	Senate Gov. & F.	Housing Crisis Act of 2019: City of San Jose. The Housing Crisis Act of 2019 does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity. This bill would authorize the City of San Jose to proactively change a zoning ordinance to a more intensive use and use the added capacity to subsequently change a zoning ordinance applicable to an eligible parcel, as defined, to a less intensive use as long as there is no net loss in residential capacity. The bill would require that the change to a zoning ordinance to a less intensive use pursuant to these provisions occur within one year of the change to the zoning ordinance to a more intensive use.		
<u>SB 944</u> <u>McGuire</u>	Introduced 2/10/2020	Senate Gov. & F.	Personal income taxes: Fire Safe Home Tax Credits Act. Would allow credits against the tax imposed by the Personal Income Tax Law for each taxable year beginning on or after January 1, 2021, and before January 1, 2026, to a qualified taxpayer for qualified costs relating to qualified home hardening, as defined, and for qualified costs relating to qualified vegetation management, as defined, in specified amounts, not to exceed an aggregate amount of \$500,000,000 per taxable year.		
<u>SB 945</u> <u>Beall</u>	Introduced 2/10/2020	Senate Transportation	Rules of the road: Dutch Reach method. Would require the Department of Motor Vehicles to include in its California Driver Handbook publication information advising drivers on the Dutch Reach method, as defined, when opening a vehicle door after parallel parking the vehicle. The bill would also require the department to include test questions regarding driving safely in the presence of bicycles in the question pool used for the written portion of the driver's license examination. The bill would permit one of those questions to be a question regarding the Dutch Reach method.		
<u>SB 986</u> <u>Allen</u>	Introduced 2/12/2020	Senate Natural Resources and Water	Coastal resources: new development: greenhouse gas emissions. The California Coastal Act of 1976 regulates development, as defined, in the coastal zone, as defined, and requires that new development comply with specified requirements, including, among other things, requirements intended to minimize the adverse environmental impacts of the new development, minimize energy consumption and vehicle miles traveled, and, where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses. This bill would additionally require that new development minimize greenhouse gas emissions.		

<u>SB 992</u> <u>Beall</u>	Introduced 2/12/2020	Senate Transportation	Road Repair and Accountability Act of 2017: reporting website. Would require the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.		
<u>SB 995</u> <u>Atkins</u>	Introduced 2/12/2020	Senate Environmental Quality	Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for streamlining benefits provided by that act related to compliance with CEQA and streamlining of judicial review of action taken by a public agency. The act provides that if a lead agency fails to approve a project certified by the Governor before January 1, 2021, the certification expires and is no longer valid. The act requires a lead agency to prepare the record of proceedings for the certified project concurrent with the preparation of the environmental documents. The act is repealed by its own terms on January 1, 2021. This bill would extend the authority of the Governor to certify a project to January 1, 2024. The bill would provide that the certification expires and is no longer valid if the lead agency fails to approve a certified project before January 1, 2025.		
<u>SB 1273</u> <u>Pan</u>	Amended 3/25/2020	Senate Transportation	Commute benefit policies: Sacramento Regional Transit District: Sacramento Metropolitan Air Quality Management District. Current law authorizes the formation of the Sacramento Regional Transit District with various powers and duties with respect to transportation planning, programming, construction, and operations. Current law creates the Sacramento Metropolitan Air Quality Management District, which has primary responsibility for the development, implementation, monitoring, and enforcement of air pollution control strategies, clean fuels programs, and motor vehicle use reduction measures for the County of Sacramento. This bill would authorize the districts, in consultation with the Sacramento Area Council of Governments, to jointly adopt, and revise as necessary to meet the region's changing transportation needs, a commute benefit ordinance that, at minimum, requires covered employers, as defined, operating within the area of the County of Sacramento that is common to the service areas of the districts to offer certain employees commute benefits, as specified, except that the bill would prohibit the ordinance from affecting employers covered by certain Sacramento Metropolitan Air Quality Management District rules or regulations.		

<u>SB 1283</u> <u>Beall</u>	Amended 3/26/2020	Senate Rules	Department of Transportation: state highways: transit bus pilot program. Current law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Current law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, as provided. This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program.		
<u>SB 1291</u> Committee on Transportation	Amended 4/3/2020	Senate Rules	Federal Statewide Transportation Improvement Program: submissions. Current law requires each metropolitan planning organization and transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the Department of Transportation for incorporation into the Federal Statewide Transportation Improvement Program, which current law requires the department to submit to the United States Secretary of Transportation by not later than December 1 of each even-numbered year. This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the department, and the department is not required to submit the Federal Statewide Transportation Improvement Program to the secretary, for 2020.		
<u>SB 1320</u> <u>Stern</u>	Introduced 2/21/2020	Senate Natural Resources and Water	Climate change: California Climate Change Assessment. Would require the Office of Planning and Research to develop the California Climate Change Assessment, in coordination with the Natural Resources Agency, the State Energy Resources Conservation and Development Commission, and the Strategic Growth Council, and in consultation with partner public agencies designated by the office. The bill would require the office to conduct the assessment every 2 years and to publish the assessment in October of each odd-numbered year. The bill would require the assessment to assess and report the impacts and risks of climate change and identify potential solutions to inform legislative policy, as provided. The bill would require the assessment to include sector-specific liability projections that assess the impacts of climate change under varied emissions scenarios for the years 2025, 2030, 2050, and 2100.		

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

January 1 Statutes take effect 6 Legislature reconvenes 10 Budget must be submitted by Governor (Art. IV, Sec. 12(a)) 17 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house in the odd-numbered year 20 Martin Luther King, Jr. Day 24 Last day for any committee to hear and report to the floor bills introduced in that house in the odd-numbered year. (J.R. 61(b)(2)). Last day to submit bill requests to the Office of Legislative Counsel. 31 Last day for each house to pass bills introduced in that house in the odd-numbered year (J.R. 61(b)(3)) (Art. IV, Sec. 10(c)).	June 1 Committee meetings may resume 15 Budget Bill must be passed by midnight 25 Last day for a legislative measure to qualify for the Nov. 3 General Election ballot (Elections Code Sec. 9040). 26 Last day for policy committees to hear and report fiscal bills to fiscal committees
February 17 Presidents' Day 21 Last day for bills to be introduced	July 2 Last day for policy committees to hear and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed 3 Independence Day observed
March 27 Cesar Chavez Day	August 3 Legislature reconvenes from Summer Recess 14 Last day for fiscal committees to meet and report bills to the floor 17-31 Floor session only. No committee may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees 21 Last day to amend on floor 31 Last day for any bill to be passed. Final Recess begins upon adjournment
April 2 Spring Recess begins upon adjournment 13 Legislature reconvenes from Spring recess 24 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house	September 7 Labor Day 30 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 1 and in the Governor's possession after Sept. 1
May 1 Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house 8 Last day for policy committees meet prior to June 3 15 Last day for fiscal committees to hear and report to the floor bills introduced in their house. Last day for fiscal committee to meet prior to June 3 25 Memorial Day 26 – 29 No committee may meet for any purpose except for Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees	October 1 Bills enacted on or before this date take effect January 1, 2021.
	November 3 General Election. 30 Adjournment sine die at midnight
	December 7 2021-22 Regular Session convenes for Organizational Session at 12 noon.
	January 2021 1 Statutes take effect.

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

California Local & Regional Government Association Bill Position Resources

League of California Cities (“the League”)

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

California State Association of Counties (CSAC)

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

California Association of Councils of Government (CALCOG)

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