



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**LEGISLATIVE HISTORY**  
**2019-20 Session**  
**March 1, 2019**

**Agenda Item 5a**



| Bill Number                                    | Current Text            | Status  | Summary  | MTC Position | ABAG Position |
|--|-------------------------|---|--|--------------|---------------|
| <a href="#">AB 11</a><br><a href="#">Chiu</a>  | Introduced<br>12/3/2018 | Assembly Housing and<br>Community Development | <b>Community Redevelopment Law of 2019.</b> Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined. |              |               |
| <a href="#">AB 36</a><br><a href="#">Bloom</a> | Introduced<br>12/3/2018 | Assembly Print                                | <b>Affordable housing: rental prices.</b> Would state the findings and declarations of the Legislature that, among other things, affordable housing has reached a crisis stage that threatens the quality of life of millions of Californians as well as the state economic outlook. This bill also would express the Legislature's intent to enact legislation in order to stabilize rental prices and increase the availability of affordable rental housing.  |              |               |
| <a href="#">AB 40</a><br><a href="#">Ting</a>  | Introduced<br>12/3/2018 | Assembly Transportation                       | <b>Zero-emission vehicles: comprehensive strategy.</b> Would, no later than January 1, 2021, require the State Air Resources Board to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles, as defined, by 2040, as specified.   |              |               |

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| <a href="#"><b>AB 47</b></a><br><a href="#">Daly</a> | Amended<br>1/23/2019    | Assembly Transportation                       | <b>Driver records: points: distracted driving.</b> Current law establishes that specified convictions and violations under the Vehicle Code and traffic-related incidents count as points against a driver's record for purposes of suspension or revocation of the privilege to drive and that certain other violations do not result in a violation point. Current law also generally provides that traffic convictions involving the safe operation of a motor vehicle result in a violation point. Current law provides an exemption for the electronic device violations described above from being counted as points against a driver's record for purposes of suspension or revocation of the privilege to drive. This bill would abolish that exemption for violations occurring on or after January 1, 2021, and would expressly make those electronic device violations subject to a violation point against the driver's record. |  |  |
| <a href="#"><b>AB 68</b></a><br><a href="#">Ting</a> | Introduced<br>12/3/2018 | Assembly Housing and<br>Community Development | <b>Land use: accessory dwelling units.</b> The Planning and Zoning Law authorizes a local agency to provide, by ordinance, for the creation of accessory dwelling units in single-family and multifamily residential zones and sets forth required ordinance standards, including, among others, maximum unit size, parking, and height standards. This bill would prohibit an ordinance from imposing requirements on minimum lot size, lot coverage, or floor area ratio, and would prohibit an ordinance from establishing size requirements for accessory dwelling units that do not permit at least an 800 square foot unit of at least 16 feet in height to be constructed.   |  |  |
| <a href="#"><b>AB 69</b></a><br><a href="#">Ting</a> | Introduced<br>12/3/2018 | Assembly Housing and<br>Community Development | <b>Land use: accessory dwelling units.</b> Would authorize the Department of Housing and Community Development to submit written findings to a local agency as to whether the local ordinance complies with state law, and to notify the Attorney General if the ordinance violates state law. The bill would require a local agency to consider the department's findings and would authorize the local agency to amend its ordinance to comply with state law or adopt a resolution with findings explaining why the ordinance complies with state law, and addressing the department's findings.   |  |  |

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| <a href="#"><b>AB 139</b></a><br><a href="#">Quirk-Silva</a> | Introduced<br>12/11/2018 | Assembly Housing and<br>Community Development | <p><b>Emergency and Transitional Housing Act of 2019.</b> The The Planning and Zoning Law requires, after the legislative body of the city or county has adopted all or part of a general plan, the planning agency to investigate and make recommendations to the legislative body of the city or county regarding reasonable and practical means to implement the general plan or element and to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information pertaining to the implementation of the general plan, including, among other things, a listing of sites rezoned to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on specified sites. This bill would additionally require the report to include the number of emergency shelter beds currently available within the jurisdiction and the number of shelter beds that the jurisdiction has contracted for that are located within another jurisdiction, as specified.</p> |  |  |
| <a href="#"><b>AB 145</b></a><br><a href="#">Frazier</a>     | Introduced<br>12/13/2018 | Assembly Transportation                       | <p><b>High-Speed Rail Authority: Senate confirmation.</b> Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.</p>  |  |  |
| <a href="#"><b>AB 146</b></a><br><a href="#">Quirk-Silva</a> | Introduced<br>12/14/2018 | Assembly Local Government                     | <p><b>State highways: property leases: County of Orange.</b> Would authorize the Department of Transportation to lease airspace under a freeway, or real property acquired for highway purposes, in the County of Orange, that is not excess property, to a city located in the County of Orange, the County of Orange, a political subdivision of the state whose jurisdiction is located in the County of Orange, or another state agency for purposes of an emergency shelter or feeding program, subject to certain conditions. The bill would specifically authorize the Orange County Housing Finance Trust to enter into these leases.</p>   |  |  |

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| <a href="#"><b>AB 148</b></a><br><a href="#">Quirk-Silva</a>  | Introduced<br>12/14/2018 | Assembly Transportation                    | <b>Regional transportation plans: sustainable communities strategies.</b> Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. This bill would require each sustainable communities strategy to identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.  |  |  |
| <a href="#"><b>AB 158</b></a><br><a href="#">Voepel</a>       | Amended<br>2/26/2019     | Assembly Transportation                    | <b>Roadside rest areas: commercial vehicles: parking.</b> Would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to conduct a study evaluating the capacity of the state to provide adequate parking and rest facilities for commercial vehicles engaged in transportation. The bill would require the study to assess the volume of commercial motor vehicle traffic in the state and to develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in the state.   |  |  |
| <a href="#"><b>AB 159</b></a><br><a href="#">Voepel</a>       | Introduced<br>1/7/2019   | Assembly Transportation                    | <b>Vehicles: commercial inspection facilities and platform scales.</b> Current law requires every driver of a commercial vehicle to stop and submit the vehicle to an inspection of the size, weight, equipment, and smoke emissions of the vehicle at any location where members of the Department of the California Highway Patrol are conducting tests and inspections of commercial vehicles and when signs are displayed requiring the stop. This bill would require, if the department or other state or local agencies provide information to drivers, including signage, on the hours of operation of a commercial inspection facility or platform scale, or whether a facility or scale is open or closed, that the department or agency update that information as soon as it changes to enhance driver awareness of when they are required to stop, pursuant to the above-described provision. |  |  |
| <a href="#"><b>AB 168</b></a><br><a href="#">Aguiar-Curry</a> | Introduced<br>1/8/2019   | Assembly Housing and Community Development | <b>Housing: streamlined approvals.</b> Current law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards. Under current law the objective planning standards include, among others, a requirement that the development not be located on specified sites. This bill would require the objective planning standards include a requirement that the development not be located on a site that is a tribal cultural resource.  |  |  |

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| <a href="#"><b>AB 176</b></a><br><a href="#">Cervantes</a> | Amended<br>2/25/2019    | Assembly Natural Resources                 | <b>California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions.</b> The California Alternative Energy and Advanced Transportation Financing Authority Act authorizes, until January 1, 2021, the California Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance in the form of a sales and use tax exclusion for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2031, and would extend the sales and use tax exclusion until January 1, 2031. |  |  |
| <a href="#"><b>AB 180</b></a><br><a href="#">Gipson</a>    | Introduced<br>1/9/2019  | Assembly Print                             | <b>Land use: local planning: housing element.</b> The Planning and Zoning Law requires the housing element to contain, among other items, an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. This bill would revise references to redevelopment agencies within those housing element provisions to instead refer to housing successor agencies. The bill would also make nonsubstantive changes.   |  |  |
| <a href="#"><b>AB 191</b></a><br><a href="#">Patterson</a> | Introduced<br>1/10/2019 | Assembly Housing and Community Development | <b>Building standards: exemptions: rebuilding after disasters.</b> Current law, the State Housing Law, establishes statewide construction and occupancy standards for buildings used for human habitation, including energy conservation and fire prevention requirements relating to energy efficiency and the installation of interior sprinklers. This bill would, until January 1, 2030, exempt homes being rebuilt after wildfires or specified emergency events that occurred on or after January 1, 2017, from meeting certain current building standards.   |  |  |

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| <a href="#"><b>AB 226</b></a><br><a href="#">Mathis</a> | Introduced<br>1/17/2019 | Assembly Transportation | <b>Transportation funds: transit operators: fare revenues.</b> Current law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive moneys. This bill would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions. |  |  |
| <a href="#"><b>AB 246</b></a><br><a href="#">Mathis</a> | Introduced<br>1/22/2019 | Assembly Transportation | <b>State highways: property leases.</b> Would y authorize the Department of Transportation to offer a lease on a right of first refusal basis of any airspace under a freeway, or real property acquired for highway purposes, located in a disadvantaged community, that is not excess property to the city or county in which the disadvantaged community is located for purposes of an emergency shelter or feeding program, or for park, recreational, or open-space purposes for a rental amount of \$1 per month, subject to certain conditions.   |  |  |
| <a href="#"><b>AB 252</b></a><br><a href="#">Daly</a>   | Introduced<br>1/23/2019 | Assembly Transportation | <b>Department of Transportation: environmental review process: federal program.</b> Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.   |  |  |

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| <a href="#">AB 254</a><br><a href="#">Quirk-Silva</a> | Introduced<br>1/23/2019 | Assembly Transportation    | <b>Alternative fuel vehicles: flexible fuel vehicles.</b> Current law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature and to committees of the Legislature concerning the state's programs, policies, and investments related to climate change, as specified. This bill would authorize the joint committee to recommend that the State Air Resources Board provide education and support to local governments regarding specific components of local government climate action plans, such as ensuring the use of E85 in flexible fuel vehicles, expanding infrastructure for zero-emission vehicles, and enabling active transportation.  |  |  |
| <a href="#">AB 285</a><br><a href="#">Friedman</a>    | Introduced<br>1/28/2019 | Assembly Transportation    | <b>California Transportation Plan.</b> Would require the Department of Transportation to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and carbon neutrality by 2045. Commencing with the 3rd update to the plan to be completed by December 31, 2025, the bill would require the department to include specified information in the plan, including, among other things, a review, conducted in consultation with the Strategic Growth Council, of the potential impacts and opportunities for coordination of specified grant programs and recommendations for the improvement of the grant programs to better align them to meet long-term common goals. |  |  |
| <a href="#">AB 296</a><br><a href="#">Cooley</a>      | Introduced<br>1/28/2019 | Assembly Natural Resources | <b>Climate change: Climate Innovation Commission.</b> Would establish the Climate Innovation Grant Program, to be administered by the Climate Innovation Commission, which the bill would establish in the Natural Resources Agency. The program would award grants in the form of matching funds for the development and research of new innovations and technologies to address issues related to emissions of greenhouse gases and impacts caused by climate change. The bill would establish the Climate Innovation Fund, a special fund, in the State Treasury and would continuously appropriate the moneys in the fund to the commission for purposes of the program. The bill would repeal the program and the commission on January 1, 2031.   |  |  |
| <a href="#">AB 313</a><br><a href="#">Frazier</a>     | Introduced<br>1/30/2019 | Assembly Transportation    | <b>Road Maintenance and Rehabilitation Account: University of California: California State University: reports.</b> Would require the University of California and the California State University, on or before April 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing its expenditures of those moneys for that fiscal year, including, but not limited to, research activities and administration.  |  |  |

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| <a href="#"><b>AB 352</b></a><br><a href="#">Garcia, Eduardo</a> | Introduced<br>2/4/2019 | Assembly Natural Resources                          | <b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan: Transformative Climate Communities Program.</b> Would, beginning July 1, 2020, require state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to require grant eligibility and scoring criteria to define disadvantaged community consistent with specified allocation requirements of the Greenhouse Gas Reduction Fund so as not to preclude low-income communities, as defined, from applying for or being awarded a grant. |  |  |
| <a href="#"><b>AB 371</b></a><br><a href="#">Frazier</a>         | Introduced<br>2/5/2019 | Assembly Jobs, Economic Development and the Economy | <b>Transportation: freight: statewide economic vitality assessment.</b> Would require GO-Biz, in consultation with the State Air Resources Board, the California Transportation Commission, and the Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. The bill would require the assessment to identify specified information, and would require the office, in developing the assessment, to consult with representatives from a cross section of public and private sector freight stakeholders.  |  |  |
| <a href="#"><b>AB 380</b></a><br><a href="#">Frazier</a>         | Introduced<br>2/5/2019 | Assembly Transportation                             | <b>Office of the Transportation Inspector General.</b> Would eliminate the Independent Office of Audits and Investigations and would instead create the Independent Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would require the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would prohibit the Transportation Inspector General from being removed from office during the term except for good cause.  |  |  |



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| <a href="#"><u>AB 383</u></a><br><a href="#"><u>Mayes</u></a>           | Introduced<br>2/5/2019 | Assembly Natural Resources | <b>Clean Energy Financing Clearinghouse.</b> Would establish the Clean Energy Financing Clearinghouse, a new office under the direction of the Treasurer, to coordinate all government programs that invest capital in energy technologies that advance environmental protection and environmental justice goals, make program information clear and accessible for market participants, and partnering with capital providers, investors, project developers, technology companies, and partner with other market actors to catalyze more private investment into energy technologies that advance environmental protection and environmental justice goals.   |  |  |
| <a href="#"><u>AB 386</u></a><br><a href="#"><u>Garcia, Eduardo</u></a> | Introduced<br>2/5/2019 | Assembly Natural Resources | <b>Agricultural Working Poor Energy Efficient Housing Program.</b> Would require the Department of Community Services and Development to develop and administer the Agricultural Working Poor Energy Efficient Housing Program and to expend moneys appropriated by the Legislature for the purposes of the program to improve energy efficiency in farmworker-owned housing. The bill would require the department to report to the Legislature on the program with respect to balances and expenditures, households reached, demographics of the households reached, measures funded, and energy savings.   |  |  |
| <a href="#"><u>AB 409</u></a><br><a href="#"><u>Limón</u></a>           | Introduced<br>2/7/2019 | Assembly Natural Resources | <b>Climate change: agriculture: grant program.</b> Would require the Director of State Planning and Research to establish and administer a competitive grant program, as specified, that includes specified planning tools for adapting to climate change in the agricultural sector, specified pilot projects in 3 regions of the state, and trainings for technical assistance providers on how to use the specified planning tools. The bill would require the director, no later than June 30, 2020, to make available, upon appropriation, up to \$2,000,000 to fund the grant program, as specified.  |  |  |
| <a href="#"><u>AB 421</u></a><br><a href="#"><u>Waldron</u></a>         | Introduced<br>2/7/2019 | Assembly Transportation    | <b>Transportation finance: De Luz Community Services District.</b> With respect to the portion of revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, current law requires, after certain allocations are made, the Controller to allocate the remaining amount of this portion of revenues 44% to the state transportation improvement program, 12% to the State Highway Operation and Protection Program, and 44% to cities and counties for local street and road purposes. This bill would require the Controller to allocate a portion of these revenues available for counties to the De Luz Community Services District for local street and road purposes as though the De Luz Community Services District were a county. The bill would thereby make an appropriation. |  |  |

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| <a href="#"><b>AB 422</b></a><br><a href="#">Frazier</a>   | Introduced<br>2/7/2019  | Assembly Transportation | <b>High-speed rail: performance measurement dashboards.</b> Current law requires the High-Speed Rail Authority to establish an independent peer review group for purposes of reviewing the planning, engineering, financing, and other elements of the authority's plans and issuing an analysis of the appropriateness and accuracy of the authority's assumptions and an analysis of the viability of the authority's funding plan, including the funding plan for each corridor. This bill would require the authority, in consultation with the peer review group, to develop and update quarterly a set of summary performance measurement dashboards that show ongoing performance of the project and post on its internet website full sets of the summary performance measurement dashboards.  |  |  |
| <a href="#"><b>AB 449</b></a><br><a href="#">Gallagher</a> | Introduced<br>2/11/2019 | Assembly Transportation | <b>Local alternative transportation improvement program: Feather River crossing.</b> Current law, in certain cases, requires the California Transportation Commission to instead reallocate funds from canceled state highway projects to a local alternative transportation improvement program within the same county and exempts those funds from the fair share distribution formulas that would otherwise be applicable. This bill, with respect to planned state transportation facilities over the Feather River in the City of Yuba City and the Counties of Sutter and Yuba, which facilities are no longer planned to be constructed, would authorize the affected local agencies, acting jointly with the transportation planning agency having jurisdiction, to develop and file with the California Transportation Commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the area that was to be served by the canceled state facilities. |  |  |
| <a href="#"><b>AB 553</b></a><br><a href="#">Melendez</a>  | Introduced<br>2/13/2019 | Assembly Transportation | <b>High-speed rail bonds: housing.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes before the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.   |  |  |

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| <a href="#"><b>AB 578</b></a><br><a href="#">Mullin</a>   | Introduced<br>2/14/2019 | Assembly Print                                | <b>Electronic toll and transit fare collection systems: personally identifiable information of subscribers.</b> Current law prohibits a transportation agency from selling or providing personally identifiable information of a person obtained through the person's subscription to an electronic toll collection system or electronic transit fare collection system, or through the person's use of a toll facility that employs an electronic toll collection system. Current law exempts certain activities from this prohibition. This bill would make nonsubstantive changes to these provisions.   |  |  |
| <a href="#"><b>AB 587</b></a><br><a href="#">Friedman</a> | Introduced<br>2/14/2019 | Assembly Housing and<br>Community Development | <b>Accessory dwelling units: sale or separate conveyance.</b> Current property tax law establishes a welfare exemption under which property is exempt from taxation if the property is owned and operated by a nonprofit corporation that is organized and operated for the purpose of building and rehabilitating single-family or multifamily residences for sale, as provided, at cost to low-income families. This bill would authorize an accessory dwelling unit that was ministerially approved pursuant to the process described above to be sold or conveyed separately from the primary residence to a qualified buyer if certain conditions are met. |  |  |
| <a href="#"><b>AB 631</b></a><br><a href="#">McCarty</a>  | Introduced<br>2/15/2019 | Assembly Local Government                     | <b>Sacramento Regional Transit District: voting threshold.</b> Current law describes the authorized boundaries of the Sacramento Regional Transit District, as specified. Current law authorizes the detachment of territory from the district by a supermajority vote of at least 80% of the nonweighted vote of the district's board of directors and by a majority vote of the governing body of the territory proposed to be detached. This bill would reduce the board's supermajority vote requirement from 80% to 67% for purposes of detaching a territory from the district.   |  |  |
| <a href="#"><b>AB 670</b></a><br><a href="#">Friedman</a> | Introduced<br>2/15/2019 | Assembly Print                                | <b>Accessory dwelling units.</b> The Planning and Zoning Law authorizes a local agency to provide for the creation of accessory dwelling units in single-family and multifamily residential zones by ordinance, and sets forth standards the ordinance is required to impose with respect to matters, including, among others, maximum unit size, parking, and height standards. This bill would make nonsubstantive changes to these provisions.   |  |  |
| <a href="#"><b>AB 671</b></a><br><a href="#">Friedman</a> | Introduced<br>2/15/2019 | Assembly Print                                | <b>Accessory dwelling units.</b> The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones and sets forth standards the ordinance is required to impose, including, among others, maximum unit size, parking, and height standards. This bill would make nonsubstantive changes to these provisions.  |  |  |

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| <a href="#">AB 684</a><br><a href="#">Levine</a> | Introduced<br>2/15/2019 | Assembly Housing and<br>Community Development | <b>Building standards: electric vehicle charging infrastructure.</b> Under current law, the California Building Standards Commission is required to adopt, approve, codify, and publish mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development. This bill would require the Department of Housing and Community Development to review the standards for the installation of electric vehicle charging infrastructure every 4 years and update the standards as needed pursuant to that review.  |  |  |
| <a href="#">AB 697</a><br><a href="#">Ting</a>   | Introduced<br>2/19/2019 | Assembly Transportation                       | <b>Bicycles.</b> Current law requires any person operating a bicycle under specified conditions to ride as close as practicable to the right-hand curb or edge of the roadway, except under specified conditions, including, among other things, when reasonably necessary to avoid conditions that make it unsafe or when approaching a place where a right turn is authorized. This bill would recast those provisions to instead require a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, and would additionally require a person operating a bicycle in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized. |  |  |
| <a href="#">AB 725</a><br><a href="#">Wicks</a>  | Introduced<br>2/19/2019 | Assembly Housing and<br>Community Development | <b>General plans: housing element: above moderate-income housing.</b> The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need determined pursuant to specified law. This bill would prohibit more than 20% of a jurisdiction's share of regional housing need for above moderate-income housing from being allocated to sites with zoning restricted to single-family development.   |  |  |
| <a href="#">AB 738</a><br><a href="#">Mullin</a> | Introduced<br>2/19/2019 | Assembly Print                                | <b>Regional housing need allocation.</b> Current law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's current and projected housing need, as provided. Current law requires each council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county and that furthers specified objectives. This bill would make nonsubstantive changes to these provisions.  |  |  |

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| <a href="#">AB 747</a><br><a href="#">Levine</a>                             | Introduced<br>2/19/2019 | Assembly Local Government | <b>Planning and zoning: general plan: safety element.</b> The Planning and Zoning Law requires a general plan to include certain mandatory elements, including a safety element for the protection of the community from unreasonable risks associated with the effects of various geologic hazards, flooding, wildland and urban fires, and climate adaptation and resilience strategies. That law requires the safety element to address, among other things, evacuation routes related to identified fire and geologic hazards. This bill would require the safety element's address of evacuation routes to include their capacity under a range of emergency scenarios.   |  |  |
| <a href="#">AB 753</a><br><a href="#">Garcia,</a><br><a href="#">Eduardo</a> | Introduced<br>2/19/2019 | Assembly Transportation   | <b>Alternative and Renewable Fuel and Vehicle Technology Program: fuels: fueling infrastructure.</b> Would require the State Energy Resources Conservation and Development Commission to make available at least 30% of the moneys available for allocation as part of the Alternative and Renewable Fuel and Vehicle Technology Program for projects to produce alternative and renewable low-carbon fuels in the state, as specified, and projects to develop stand-alone alternative and renewable fuel infrastructure, fueling stations, and equipment, as specified.  |  |  |
| <a href="#">AB 821</a><br><a href="#">O'Donnell</a>                          | Introduced<br>2/20/2019 | Assembly Print            | <b>Transportation: Trade Corridor Enhancement Account: project nomination: California Port Efficiency Program.</b> Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would require the commission to allocate not less than 10% of the funds that are required to be allocated to projects nominated by the department to projects nominated pursuant to the California Port Efficiency Program, which this bill would create |  |  |
| <a href="#">AB 832</a><br><a href="#">Gipson</a>                             | Introduced<br>2/20/2019 | Assembly Print            | <b>Income taxes: credits: qualified developer: affordable housing.</b> The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2020, and before January 1, 2025, to a taxpayer in an amount equal to 50% of the amount contributed by the taxpayer to a qualified developer for the development of a qualified project, as defined, but that does not exceed a specified amount per taxpayer per qualified project. The bill would also limit the aggregate amount of the credit, as specified.   |  |  |

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| <a href="#"><b>AB 847</b></a><br><a href="#">Grayson</a>                            | Introduced<br>2/20/2019 | Assembly Print | <b>Transportation finance: priorities: housing.</b> Would require the Department of Housing and Community Development, on or before June 30, 2020, and on or before June 30 every year thereafter, to review each production report submitted by a city or county in accordance with the provisions described above to determine if that city or county has met its very low, low-, and moderate-income housing goals, as defined, for that reporting period. The bill would require the department, if it determines that a city or county has met one of those housing goals, to submit a certification of that result to the Controller by no later than June 30 of that year.   |  |  |
| <a href="#"><b>AB 881</b></a><br><a href="#">Bloom</a>                              | Introduced<br>2/20/2019 | Assembly Print | <b>Accessory dwelling units.</b> The Planning and Zoning Law provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law requires the ordinance to designate areas where accessory dwelling units may be permitted and authorizes the designated areas to be based on criteria that includes, but is not limited to, the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety. This bill would instead require a local agency to designate these areas based on the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety. |  |  |
| <a href="#"><b>AB 923</b></a><br><a href="#">Wicks</a>                              | Introduced<br>2/20/2019 | Assembly Print | <b>Bay Area Rapid Transit District: electricity procurement and delivery.</b> Would authorize BART to elect to obtain electricity purchased from an electrical corporation or marketer, as defined, and electricity purchased through a market operated by the Independent System Operator or any other electricity market.   |  |  |
| <a href="#"><b>AB 938</b></a><br><a href="#">Rivas, Robert</a>                      | Introduced<br>2/20/2019 | Assembly Print | <b>Sales and use taxes: exclusion: low-emission motor vehicle: trade-in.</b> Would, before January 1, 2025, exclude from the terms "gross receipts" and "sales price" the value of a qualified trade-in motor vehicle that is traded in for a qualified motor vehicle, as defined, if the value of the qualified trade-in motor vehicle is separately stated on the invoice or bill of sale or similar document provided to the purchaser.  |  |  |
| <a href="#"><b>AB 983</b></a><br><a href="#">Boerner</a><br><a href="#">Horvath</a> | Introduced<br>2/21/2019 | Assembly Print | <b>Transportation electrification.</b> Would require an electrical corporation to work with local agencies or regional planning agencies in its service territory with responsibility for planning electric vehicle deployment to determine where to install new electrical charging stations along local transit corridors. The bill would authorize an electrical corporation to file an application with the PUC by December 31, 2020, with the support of the local or regional planning agency, for the infrastructure investments required to support electrical charging stations at transit corridor entry and exit points or other locations.  |  |  |

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| <a href="#"><b>AB 1010</b></a><br><a href="#">Garcia,</a><br><a href="#">Eduardo</a> | Introduced<br>2/21/2019 | Assembly Print | <b>Housing programs: eligible entities.</b> Current law sets forth the general responsibilities and roles of the Business, Consumer Services and Housing Agency, the Department of Housing and Community Development, and the California Housing Finance Agency in carrying out state housing policies and programs. Current law defines various terms for these purposes, including, but not limited to, the terms "local agency," "local public entity," and "nonprofit housing sponsor." This bill would expand those definitions, as applicable, to include a duly constituted governing body of an Indian reservation or rancheria, or a tribally designated housing entity, as specified.  |  |  |
| <a href="#"><b>AB 1017</b></a><br><a href="#">Boerner</a><br><a href="#">Horvath</a> | Introduced<br>2/21/2019 | Assembly Print | <b>Railroads: at-grade pedestrian crossings: supplemental safety measure improvements.</b> The Public Utilities Commission has the exclusive power to determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of specified rail crossings. Under current law, except as provided, a bell, siren, horn, whistle, or similar audible warning device shall be sounded at any public crossing in accordance with federal law. To the extent consistent with federal law, this bill would require the commission to identify standardized supplemental safety measure improvements for at-grade pedestrian crossings, as specified.   |  |  |
| <a href="#"><b>AB 1046</b></a><br><a href="#">Ting</a>                               | Introduced<br>2/21/2019 | Assembly Print | <b>Charge Ahead California Initiative.</b> Would set as a goal of the Charge Ahead California Initiative the placement in service of at least 5 million zero-emission vehicles by January 1, 2030 (2030 goal). The bill would require the forecast for the Clean Vehicle Rebate Project to include, among other things, the total state rebate investment necessary to facilitate reaching the 2030 goal and recommendation on changes to the project structure and rebate levels. The bill would require the state board to annually update the forecast until January 1, 2030. The bill would require the state board to adopt criteria and other requirements to ensure that rebate levels can be phased down in increments based on cumulative sales levels. |  |  |



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| <a href="#"><b>AB 1056</b></a><br><a href="#">Garcia, Eduardo</a> | Introduced<br>2/21/2019 | Assembly Print | <b>Regional transportation plans: State Air Resources Board: report.</b> Current law requires a regional transportation plan to include, among other things, a sustainable communities strategy or alternative planning strategy prepared by each metropolitan planning organization, as specified, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Current law requires the state board, by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. This bill would instead require this report to be prepared every 2 years. |  |  |
| <a href="#"><b>AB 1074</b></a><br><a href="#">Diep</a>            | Introduced<br>2/21/2019 | Assembly Print | <b>Accessory Dwelling Unit Construction Bond Act of 2020.</b> Would enact the Accessory Dwelling Unit Construction Bond Act of 2020 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$500,000,000 pursuant to the State General Obligation Bond Law to finance the Accessory Dwelling Unit Construction Program, established as part of the bond act. The bill would authorize the Department of Housing and Community Development to enter into a contract under that program with a homeowner to provide financing to pay for the eligible costs incurred by the homeowner in constructing an accessory dwelling unit on the homeowner's property, subject to specified terms and conditions.   |  |  |
| <a href="#"><b>AB 1084</b></a><br><a href="#">Mayes</a>           | Introduced<br>2/21/2019 | Assembly Print | <b>Redevelopment: housing successor: Low and Moderate Income Housing Asset Fund.</b> Would expand the definition of "excess surplus" to also include, for a housing successor that owns and operates affordable housing that was transferred to the housing successor as a housing asset of the former redevelopment agency, an unencumbered amount in the housing successor's Low and Moderate Income Housing Asset Fund that exceeds the greater of \$1,000,000 or the aggregate amount deposited into the account during the housing successor's preceding 8 fiscal years, whichever is greater.   |  |  |



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| <a href="#"><b>AB 1089</b></a><br><a href="#">Stone, Mark</a>   | Introduced<br>2/21/2019 | Assembly Print | <b>Local transportation funds: transit operators.</b> Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Current law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Current law establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would make a nonsubstantive change to the provision relating to operator eligibility in urbanized areas based on farebox ratio. |  |  |
| <a href="#"><b>AB 1100</b></a><br><a href="#">Kamlager-Dove</a> | Introduced<br>2/21/2019 | Assembly Print | <b>Electric vehicles: parking requirements.</b> Would require a parking space served by electric vehicle service equipment, as defined, and a parking space designated as a future electric vehicle charging space, as defined, to be counted as at least one standard automobile parking space for the purpose of complying with any applicable minimum parking requirements established by a local jurisdiction. The bill would require a van-accessible parking space served by electric vehicle service equipment and a van-accessible parking space intended as a future electric vehicle charging space to be counted as at least 2 standard automobile parking spaces for the purpose of complying with any applicable minimum parking requirements established by a local jurisdiction.   |  |  |
| <a href="#"><b>AB 1118</b></a><br><a href="#">Rubio, Blanca</a> | Introduced<br>2/21/2019 | Assembly Print | <b>Land use: general plan: livability issues for older adults.</b> Would require the of Planning and Research, commencing January 1, 2020, upon the next revision of the guidelines, to amend the guidelines to include elements of the domains of livability developed by the World Health Organization that specifically address livability issues for older adults.  |  |  |
| <a href="#"><b>AB 1142</b></a><br><a href="#">Friedman</a>      | Introduced<br>2/21/2019 | Assembly Print | <b>Strategic Growth Council: transportation pilot projects: regional transportation plans.</b> Would require the Strategic Growth Council, in consultation with the State Air Resources Board, to manage and award financial assistance to specified local entities for the purpose of funding pilot projects that reduce vehicle miles traveled to support the planning and development of sustainable communities. The bill would require a local entity that receives funding for a pilot project to provide data regarding the reduction of vehicle miles traveled by the project to the board for use in a specified report.   |  |  |

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| <a href="#"><b>AB 1148</b></a><br><a href="#">Patterson</a> | Introduced<br>2/21/2019 | Assembly Print | <b>High-speed rail: independent peer review group.</b> Would require the independent peer review group to study and annually report to the Legislature on alternative uses for high-speed rail project infrastructure that is located in the project's Central Valley corridor and the construction of which the group anticipates will be completed by the end of the calendar year in which the report will be submitted to the Legislature.   |  |  |
| <a href="#"><b>AB 1164</b></a><br><a href="#">Gloria</a>    | Introduced<br>2/21/2019 | Assembly Print | <b>Surplus property: written offers.</b> Current law prescribes requirements for the disposal of surplus land by a local agency. Current law requires a local agency disposing of surplus land to send, prior to disposing of that property, a written offer to sell or lease the property to specified entities. This bill would make nonsubstantive changes to those provisions.   |  |  |
| <a href="#"><b>AB 1167</b></a><br><a href="#">Mathis</a>    | Introduced<br>2/21/2019 | Assembly Print | <b>Greenhouse Gas Reduction Fund: high-speed rail.</b> Would no longer continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund for certain components of a specified high-speed rail project. The bill also would make a conforming change.   |  |  |
| <a href="#"><b>AB 1177</b></a><br><a href="#">Frazier</a>   | Introduced<br>2/21/2019 | Assembly Print | <b>Planning and zoning: housing development: streamlined approval.</b> Current law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development, which satisfies specified objective planning standards, that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. Under current law, those objective planning standards include that the development proponent must certify both (1) that the development is either a public work, for purposes of specified law, or that all construction workers employed in the execution of the development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area and (2) that if the development meets certain conditions, a skilled and trained workforce, as defined, will be used to complete the development if the application is approved, as provided. Existing law exempts from any requirement to pay prevailing wages or use a skilled and trained workforce a project that includes 10 or fewer units and is not a public work. This bill would delete the requirement that a skilled and trained workforce be employed on any project subject to these provisions. |  |  |
| <a href="#"><b>AB 1197</b></a><br><a href="#">Santiago</a>  | Introduced<br>2/21/2019 | Assembly Print | <b>California Environmental Quality Act: affordable housing projects.</b> Would state the intent of the Legislature to enact subsequent legislation that would establish a streamlined administrative and judicial process for environmental reviews performed pursuant to CEQA for affordable housing projects.   |  |  |

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| <a href="#"><b>AB 1232</b></a><br><a href="#">Gloria</a>        | Introduced<br>2/21/2019 | Assembly Print | <b>Affordable housing: housing.</b> Would state the intent of the Legislature to subsequently amend this bill to include provisions that would require the use of energy efficiency upgrade funds targeting disadvantaged communities to be tied to enforceable affordability agreements, require energy and weatherization programs to be linked to environmental health programs at no cost to tenants, and require a specified study to be conducted on the barriers to access renewable energy programs, as provided.  |  |  |
| <a href="#"><b>AB 1238</b></a><br><a href="#">Cunningham</a>    | Introduced<br>2/21/2019 | Assembly Print | <b>Electric vehicle charging stations.</b> Would state the intent of the Legislature to enact legislation to encourage business owners to build onsite electric vehicle charging stations.   |  |  |
| <a href="#"><b>AB 1239</b></a><br><a href="#">Cunningham</a>    | Introduced<br>2/21/2019 | Assembly Print | <b>Local government: housing.</b> Would state the intent of the Legislature to enact legislation that would ensure regional housing needs are being met.   |  |  |
| <a href="#"><b>AB 1243</b></a><br><a href="#">Fong</a>          | Introduced<br>2/21/2019 | Assembly Print | <b>Traffic Relief Program.</b> Would state the intent of the Legislature to enact legislation that would establish the Traffic Relief Program to address traffic congestion on the state highway system and the local street and road system.  |  |  |
| <a href="#"><b>AB 1255</b></a><br><a href="#">Rivas, Robert</a> | Introduced<br>2/21/2019 | Assembly Print | <b>Surplus public land: database.</b> The Planning and Zoning Law requires the housing element to contain an inventory of land suitable for residential development, as defined, and requires that inventory 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 for all income levels. This bill would also require the housing element to contain an inventory of land owned by the city or county that is in excess of its foreseeable needs. The bill would require the city or county identify those sites that qualify as infill or high density, as defined. |  |  |
| <a href="#"><b>AB 1266</b></a><br><a href="#">Rivas, Robert</a> | Introduced<br>2/21/2019 | Assembly Print | <b>Traffic control devices: bicycles.</b> Would permit drivers of bicycles to disobey the directions of a traffic control device requiring a turn when pavement markings indicate that bicycles may travel straight through a right-turn only lane.  |  |  |

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| <a href="#">AB 1267</a><br><a href="#">Rivas, Robert</a> | Introduced<br>2/21/2019 | Assembly Print | <p><b>Driver's licenses: instruction permits and provisional licenses.</b> This bill would, commencing July 1, 2020, expand the scope of the provisional licensing program by expanding the applicable age range for the program to persons at least 16 years of age, but under 21 years of age. The restrictions on provisional licensees described above would apply during the first 6 months after issuance of a provisional license to a licensee who is 18, 19, or 20 years of age, subject to specified exemptions. The bill would, commencing July 1, 2020, require a person at least 18 years of age, but under 21 years of age, to hold an instruction permit for at least 60 days before applying for a provisional license. By expanding the scope of the provisional licensing program, the violation of which constitutes an infraction, the bill would impose a state-mandated local program. The bill would, commencing July 1, 2020, make other technical and conforming changes. The bill would also include specified findings and declarations. This bill contains other related provisions and other existing laws</p>   |  |  |
| <a href="#">AB 1279</a><br><a href="#">Bloom</a>         | Introduced<br>2/21/2019 | Assembly Print | <p><b>Planning and zoning: housing development: high-resource areas.</b> Would require the department to designate areas in this state as high-resource areas, as provided, by January 1, 2021, and every 5 years thereafter. The bill would authorize a city or county to appeal the designation of an area within its jurisdiction as a high-resource area during that 5-year period. In any area designated as a high-resource area, the bill would require that a housing development project be a use by right, upon the request of a developer, in any high-resource area designated pursuant be a use by right in certain parts of the high-resource area if those projects meet specified requirements, including specified affordability requirements. For certain development projects where the initial sales price or initial rent exceeds the affordable housing cost or affordable rent to households with incomes equal to or less than 100% of the area median income, the bill would require the applicant agree to pay a fee equal to 10% of the difference between the actual initial sales price or initial rent and the sales price or rent that would be affordable, as provided. The bill would require the city or county to deposit the fee into a separate fund reserved for the construction or preservation of housing with an affordable housing cost or affordable rent to households with a household income less than 50% of the area median income. This bill contains other related provisions and other existing laws.</p> |  |  |

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| <a href="#"><b>AB 1318</b></a><br><a href="#">Mullin</a>   | Introduced<br>2/22/2019 | Assembly Print | <b>Housing: school employees.</b> Current law exempts certain transactions from the requirements that otherwise apply to the sale or lease of real property by a school district if certain conditions are met, including that the financing proceeds obtained by the school district pursuant to the transaction are expended solely for capital outlay purposes, including the acquisition of real property for intended use as a schoolsite. This bill would specify that the acquisition of real property for intended use as school district employee housing is a permissible capital outlay expenditure for purposes of those provisions.  |  |  |
| <a href="#"><b>AB 1350</b></a><br><a href="#">Gonzalez</a> | Introduced<br>2/22/2019 | Assembly Print | <b>Youth Transit Pass program.</b> Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would state the intent of the Legislature to enact legislation that would create a Youth Transit Pass program for purposes of creating lifelong transit riders and reducing greenhouse gas emissions   |  |  |
| <a href="#"><b>AB 1351</b></a><br><a href="#">Lackey</a>   | Introduced<br>2/22/2019 | Assembly Print | <b>Transit operators: paratransit and dial-a-ride services.</b> Would require a for-profit or nonprofit transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to (1) determine the eligibility of an applicant for those services within 7 days following the submission of a complete application, as specified, (2) provide service to an eligible person at any requested time on a particular day in response to a request for service made the previous day, and (3) allow a person who has been determined eligible by another transit operator to submit any proof of that eligibility electronically and, upon receipt of that information, to provide service to that person. |  |  |
| <a href="#"><b>AB 1374</b></a><br><a href="#">Fong</a>     | Introduced<br>2/22/2019 | Assembly Print | <b>Department of Transportation: state highways.</b> Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions.  |  |  |
| <a href="#"><b>AB 1383</b></a><br><a href="#">McCarty</a>  | Introduced<br>2/22/2019 | Assembly Print | <b>Sacramento Regional Transit District.</b> The Sacramento Regional Transit District Act authorizes the Sacramento Regional Transit District to be formed to carry out certain purposes relating to operating a single unified public transportation system in the Sacramento region. This bill would make nonsubstantive changes to the title of the act.   |  |  |

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| <a href="#"><b>AB 1386</b></a><br><a href="#">Chen</a>          | Introduced<br>2/22/2019 | Assembly Print | <b>Local planning.</b> Current law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law makes findings and declarations regarding the availability of housing. This bill would make a nonsubstantive change to the above-described findings and declarations.   |  |  |
| <a href="#"><b>AB 1402</b></a><br><a href="#">Petrie-Norris</a> | Introduced<br>2/22/2019 | Assembly Print | <b>Department of Transportation: permits.</b> Current law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties of the department with respect to the operation, maintenance, and improvement of state highways. Current law authorizes the department to issue written permits to authorize a permittee to, among other things, install or remove tire chains upon motor vehicles for compensation on a state highway. This bill would make a nonsubstantive change to the latter provision.  |  |  |
| <a href="#"><b>AB 1411</b></a><br><a href="#">Reyes</a>         | Introduced<br>2/22/2019 | Assembly Print | <b>Integrated action plan for sustainable freight.</b> Would establish as a state goal the deployment of 200,000 zero-emission medium- and heavy-duty vehicles and off-road vehicles and equipment, and the corresponding infrastructure to support them, by 2030. The bill would require the Public Utilities Commission, the state board, the Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor's Office of Business and Economic Development to develop and update by January 1, 2021, and at least every 5 years thereafter, an integrated action plan for sustainable freight that identifies strategies relating to that state goal.                           |  |  |
| <a href="#"><b>AB 1413</b></a><br><a href="#">Gloria</a>        | Introduced<br>2/22/2019 | Assembly Print | <b>Transportation: local transportation authorities: transactions and use taxes.</b> Would authorize a local transportation authority to impose a tax applicable to only a portion of its county if 2/3 of the voters voting on the measure within the portion of the county to which the tax would apply vote to approve the tax, as specified, and other requirements are met, including that the revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply.   |  |  |
| <a href="#"><b>AB 1424</b></a><br><a href="#">Berman</a>        | Introduced<br>2/22/2019 | Assembly Print | <b>Electric Vehicle Charging Stations Open Access Act.</b> Would require an electric vehicle charging station to provide to the general public a minimum of 2 specified options of payment. The bill would prohibit a state agency from requiring a credit card payment, as defined, to be through a physical credit card or magstripe reader on electric vehicle service equipment. The bill would remove the provision authorizing the state board to adopt interoperability billing standards for network roaming payment methods for electric vehicle charging stations, and requiring, if the state board adopts standards, all electric vehicle charging stations that require payment to meet those standards within one year. |  |  |

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| <a href="#"><u>AB 1456</u></a><br><a href="#"><u>Kiley</u></a>   | Introduced<br>2/22/2019 | Assembly Print | <b>Department of Transportation: budget.</b> Current law requires the Department of Transportation to prepare and submit to the Governor a proposed budget and to include, within the proposed budget, the portion of that budget that is to be funded from the State Highway Account. Current law requires the department to inform the California Transportation Commission of all pertinent assumptions and policy directions the department intends to use in preparing the budget. This bill would make nonsubstantive changes to these provisions.  |  |  |
| <a href="#"><u>AB 1457</u></a><br><a href="#"><u>Reyes</u></a>   | Introduced<br>2/22/2019 | Assembly Print | <b>Omnitrans Transit District.</b> Would create the Omnitrans Transit District in the County of San Bernardino. The bill would provide that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, and specified portions of the unincorporated areas of the County of San Bernardino. The bill would authorize other cities in the County of San Bernardino to subsequently join the district. The bill would require the district to succeed to the rights and obligations of the existing Omnitrans Joint Powers Authority and would dissolve that authority. The bill would require the transfer of assets from the authority to the district. The bill would provide for a governing board composed of representatives of governing bodies within the county and would specify voting procedures for the taking of certain actions by the board. The bill would specify the powers and duties of the board and the district to operate transit services, and would authorize the district to seek voter approval of retail transactions and use tax measures and to issue revenue bonds. The bill would enact other related provisions. By imposing requirements on the district and affected local agencies, the bill would impose a state-mandated local program. This bill contains other existing laws. |  |  |
| <a href="#"><u>AB 1484</u></a><br><a href="#"><u>Grayson</u></a> | Introduced<br>2/22/2019 | Assembly Print | <b>Mitigation Fee Act: housing developments.</b> Would prohibit a local agency from imposing a fee, as defined, on a housing development project, as defined, unless the type and amount of the exaction is specifically identified on the local agency's internet website at the time the application for the development project is submitted to the local agency.  |  |  |
| <a href="#"><u>AB 1485</u></a><br><a href="#"><u>Wicks</u></a>   | Introduced<br>2/22/2019 | Assembly Print | <b>Housing development: streamlining.</b> Would state the intent of the Legislature to enact legislation to establish a policy that would (1) ensure timely approval of zoning-compliant housing projects and create financial incentives for enabling onsite affordability and prevailing wages; (2) provide additional streamlining options for housing projects, including those that may not benefit from existing streamlining options and (3) allow sensitive communities to defer implementation while developing a context-sensitive plan.  |  |  |



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| <a href="#"><b>AB 1486</b></a><br><a href="#">Ting</a>                               | Introduced<br>2/22/2019 | Assembly Print | <b>Local agencies: surplus land.</b> Current law prescribes requirements for the disposal of surplus land by a local agency. This bill would expand the definition of "local agency" to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land.                |  |  |
| <a href="#"><b>AB 1487</b></a><br><a href="#">Chiu</a>                               | Introduced<br>2/22/2019 | Assembly Print | <b>Land use: housing element.</b> The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. That law requires the housing element to contain, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. That law requires the Department of Housing and Community Development to determine the current and projected need for housing for each region, as specified. This bill would make nonsubstantive changes to that law. |  |  |
| <a href="#"><b>AB 1492</b></a><br><a href="#">Boerner</a><br><a href="#">Horvath</a> | Introduced<br>2/22/2019 | Assembly Print | <b>Speed limits.</b> Would, notwithstanding any other law, authorize a local authority to determine and declare, by ordinance or resolution, a prima facie speed limit of 15 miles per hour as part of a traffic calming program, as defined, if the local authority determines the prima facie speed limit of 25 miles per hour is not reasonable or safe. The bill would provide that the declared prima facie speed limit is effective when appropriate signs are erected to give notice of the speed limit.   |  |  |
| <a href="#"><b>AB 1536</b></a><br><a href="#">Gray</a>                               | Introduced<br>2/22/2019 | Assembly Print | <b>Affordable housing.</b> Current law declares that the Legislature has provided specified reforms and incentives to facilitate and expedite the construction of affordable housing, and provides a list of statutes to that effect. This bill would make a nonsubstantive change to the provision described above that lists the statutes that the Legislature has enacted to facilitate and expedite the construction of affordable housing.   |  |  |
| <a href="#"><b>AB 1543</b></a><br><a href="#">Holden</a>                             | Introduced<br>2/22/2019 | Assembly Print | <b>Transportation funds: transit operators: fare revenues.</b> Would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the Transportation Development Act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions.   |  |  |



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| <a href="#"><b>AB 1560</b></a><br><a href="#">Friedman</a> | Introduced<br>2/22/2019 | Assembly Print | <b>California Environmental Quality Act: transportation: major transit stop.</b> CEQA requires the Office of Planning and Research to prepare and propose guidelines for the implementation of CEQA by public agencies and the Secretary of the Natural Resources Agency to certify and adopt the guidelines. CEQA requires the office to propose revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to meet certain objectives. CEQA defines "transit priority area" as an area within 1/2 mile of a major transit stop. This bill would revise the definition of "major transit stop" to include a bus rapid transit station, as defined, that is served by a local circulator or a local serving on-demand transit program. |  |  |
| <a href="#"><b>AB 1562</b></a><br><a href="#">Burke</a>    | Introduced<br>2/22/2019 | Assembly Print | <b>Housing development approvals.</b> Current law states that the Legislature finds and declares that there exists a severe shortage of affordable housing, especially for persons and families of low and moderate income, and that there is an immediate need to encourage the development of new housing, not only through the provision of financial assistance, but also through changes in law designed to do certain things, including expediting the local and state residential development process. This bill would make nonsubstantive changes to that provision.   |  |  |
| <a href="#"><b>AB 1568</b></a><br><a href="#">McCarty</a>  | Introduced<br>2/22/2019 | Assembly Print | <b>General plans: housing element: production report: withholding of transportation funds.</b> Would require the Department of Housing and Community Development, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions described above to determine if that city or county has met the applicable minimum housing production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum housing production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller.                                  |  |  |
| <a href="#"><b>AB 1579</b></a><br><a href="#">Gabriel</a>  | Introduced<br>2/22/2019 | Assembly Print | <b>Affordable housing authorities.</b> Current law authorizes a city, county, or city and county to adopt a resolution creating an affordable housing authority with powers limited to providing low- and moderate-income housing and affordable housing, as provided. Current law defines various terms for these purposes, including the term "authorizing resolution." This bill would make a nonsubstantive change to the definition of "authorizing resolution."  |  |  |

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| <a href="#"><b>AB 1585</b></a><br><a href="#">Boerner Horvath</a> | Introduced<br>2/22/2019 | Assembly Print | <b>Accessory dwelling units.</b> The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones and sets forth standards the ordinance is required to impose, including, among others, maximum unit size, parking, and height standards. This bill would make nonsubstantive changes to these provisions.  |  |  |
| <a href="#"><b>AB 1605</b></a><br><a href="#">Ting</a>            | Introduced<br>2/22/2019 | Assembly Print | <b>State highways.</b> Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make a nonsubstantive change to this provision.   |  |  |
| <a href="#"><b>AB 1614</b></a><br><a href="#">Gipson</a>          | Introduced<br>2/22/2019 | Assembly Print | <b>Vehicles: license plate pilot program.</b> Current law authorizes the Department of Motor Vehicles to conduct a pilot program, until January 1, 2020, if certain conditions are met, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards. In the conduct of a pilot program under these provisions, current law limits the exchange of data between the department and any electronic device or the provider of any electronic device to the data necessary to display evidence of registration compliance and prohibits the department from receiving or retaining any information regarding the movement, location, or use of a vehicle participating in the pilot program. This bill would extend the authorization to conduct a pilot program until January, 1, 2021, and would authorize the department, if it conducts any pilot program pursuant to these provisions, to evaluate the inclusion of participants in the Business Partner Automation Program. |  |  |
| <a href="#"><b>AB 1621</b></a><br><a href="#">Frazier</a>         | Introduced<br>2/22/2019 | Assembly Print | <b>Alternative and Renewable Fuel and Vehicle Technology Program.</b> Current law requires the Alternative and Renewable Fuel and Vehicle Technology Program to provide funding measures to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the state board to give preference to those projects that maximize the goals of the program based on specified criteria. This bill would make a technical, nonsubstantive change to those provisions.  |  |  |

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| <a href="#"><b>AB 1633</b></a><br><a href="#">Grayson</a>                            | Introduced<br>2/22/2019 | Assembly Print | <b>Regional transportation plans: traffic signal optimization plans.</b> Would authorize each city located within the jurisdiction of MTC to develop and implement a traffic signal optimization plan intended to reduce greenhouse gases and particulate emissions and to reduce travel times, the number of stops, and fuel use. The bill would also require the Department of Transportation to coordinate with each city that develops a traffic signal optimization plan pursuant to these provisions to ensure that any traffic signals owned or operated by the department are adjusted and maintained in accordance with the plan.   |  |  |
| <a href="#"><b>AB 1640</b></a><br><a href="#">Boerner</a><br><a href="#">Horvath</a> | Introduced<br>2/22/2019 | Assembly Print | <b>Local government finance: budget reserves.</b> Would require a local government by September 1, 2020, and annually thereafter, to submit a written report to the State Controller's office on how it plans to spend any of its budget reserves, as defined, on specified priorities over a 5-year fiscal period, including, among others, mental and behavioral health services and affordable housing. The bill would provide this reporting requirement only applies to a local government if the local government's budget reserve in the immediately preceding fiscal year was in excess of 30 percent of the total expenditures of the local government in that fiscal year.   |  |  |
| <a href="#"><b>AB 1648</b></a><br><a href="#">Levine</a>                             | Introduced<br>2/22/2019 | Assembly Print | <b>California Environmental Quality Act: local educational agencies: affordable housing projects.</b> Would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for affordable housing projects located on properties owned by local educational agencies that are zoned for affordable housing. Because a public agency would be required to comply with those new procedures, this bill would impose a state-mandated local program.   |  |  |
| <a href="#"><b>AB 1671</b></a><br><a href="#">Berman</a>                             | Introduced<br>2/22/2019 | Assembly Print | <b>Department of Transportation: motor vehicle technology testing.</b> Current law authorizes the Department of Transportation, in coordination with the Department of the California Highway Patrol, to conduct testing of technologies that enable drivers to safely operate motor vehicles with less than 100 feet between each vehicle or combination of vehicles, exempts motor vehicles participating in this testing from the above-described rule, and prohibits a person from operating a motor vehicle participating in this testing unless the person holds a valid driver's license of the appropriate class for the participating vehicle. Current law requires the department to report its findings from the testing to the Legislature on or before July 1, 2017, and to submit an updated report to the Legislature on or before July 1, 2019. Current law repeals these provisions on January 1, 2020. This bill would extend the operation of these provisions until January 1, 2023, and would require the department to submit an additional updated report to the Legislature on or before July 1, 2022. |  |  |

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| <a href="#"><u>AB 1690</u></a><br><a href="#"><u>Flora</u></a>                                     | Introduced<br>2/22/2019 | Assembly Print | <b>High-speed rail.</b> The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Current law defines certain terms in that regard. This bill would make nonsubstantive changes to these definitions.  |  |  |
| <a href="#"><u>AB 1706</u></a><br><a href="#"><u>Quirk</u></a>                                     | Introduced<br>2/22/2019 | Assembly Print | <b>Planning and Zoning: affordable housing: streamline.</b> Would state the intent of the Legislature to enact legislation that would provide streamlined approval, tax incentives, and other benefits to developers of middle-income housing projects that meet specified requirements.  |  |  |
| <a href="#"><u>AB 1731</u></a><br><a href="#"><u>Boerner</u></a><br><a href="#"><u>Horvath</u></a> | Introduced<br>2/22/2019 | Assembly Print | <b>Short-term rentals: coastal zone.</b> Would authorize a housing platform to make available a residentially zoned or residentially used unit within a residential property that is located within the coastal zone as a short-term rental 365 days per year if the primary resident lives onsite of the residential property full time. The bill would prohibit a housing platform from making available residential property that is located within the coastal zone in which the primary resident does not live onsite full time as a short-term rental for more than 30 days per year, unless the primary resident makes the residential property available as a short-term rental in accordance with the Lower Cost Coastal Accommodations Program administered by the State Coastal Conservancy. |  |  |
| <a href="#"><u>AB 1744</u></a><br><a href="#"><u>Salas</u></a>                                     | Introduced<br>2/22/2019 | Assembly Print | <b>Schoolbuses: retrofit and replacement.</b> Would require the State Air Resources Board to prioritize the retrofit or replacement of the most polluting and oldest schoolbuses that operate in air districts that are designated federal extreme nonattainment, followed by small air districts, and then medium air districts, as specified.   |  |  |
| <a href="#"><u>AB 1748</u></a><br><a href="#"><u>Bonta</u></a>                                     | Introduced<br>2/22/2019 | Assembly Print | <b>Transportation Finance Bank.</b> Current law authorizes the Department of Transportation to act as a lender in administering the Transportation Finance Bank consistent with federal law, pursuant to which loans are made to fund transportation projects subject to repayment from transportation revenues available at a later time. This bill would make nonsubstantive changes to those provisions.   |  |  |
| <a href="#"><u>AB 1771</u></a><br><a href="#"><u>Kamlager-</u></a><br><a href="#"><u>Dove</u></a>  | Introduced<br>2/22/2019 | Assembly Print | <b>Planning and zoning: cause of action: time limitations.</b> The Planning and Zoning Law, among other things, generally requires that an action or proceeding challenging specified actions of a public agency under that law be commenced, and service made on the legislative body of the agency, within 90 days after the legislative body's decision. That law establishes longer limitations periods in the case of specified actions that meet certain requirements, including that the action is brought in support of or to encourage or facilitate the development of housing that would increase the community's supply of affordable housing. This bill would make nonsubstantive changes to these provisions.   |  |  |

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| <a href="#"><b>AB 1778</b></a><br><a href="#">Boerner Horvath</a> | Introduced<br>2/22/2019 | Assembly Print | <b>Greenhouse Gas Reduction Fund: investment plan.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Current law requires the moneys from the fund to be used to facilitate the achievement of reductions of greenhouse gas emissions consistent with the act, as specified. This bill would make technical, nonsubstantive changes to those provisions.   |  |  |
| <a href="#"><b>AB 1783</b></a><br><a href="#">Rivas, Robert</a>   | Introduced<br>2/22/2019 | Assembly Print | <b>H-2A worker housing: state funding: tax credits: streamlined approval process for agricultural employee housing development.</b> Would prohibit the provision of state funding, as defined, for the purposes of planning, developing, or operating any housing used to comply with the federal law requirement to furnish housing to H-2A workers and would require an employer, as defined, or other recipient of state funding who utilizes state funding for these purposes to reimburse the state or state agency that provided the funding in an amount equal to the amount of that state funding expended for those purposes. The bill would exempt from these provisions any contract or other enforceable agreement pursuant to which the state or a state agency provides funding that was entered into prior to January 1, 2020. |  |  |
| <a href="#"><b>AB 1785</b></a><br><a href="#">Boerner Horvath</a> | Introduced<br>2/22/2019 | Assembly Print | <b>Transportation: North County Transit District.</b> Current law creates the North County Transit District, with various powers and duties relative to the planning and operation of a transit system in north San Diego County. Current law requires the district to plan, construct, and operate, or let a contract to operate, public transit systems in conformance with, and to the extent provided for in, specified laws. This bill would make nonsubstantive changes to the latter provision.  |  |  |
| <a href="#"><b>AB 1786</b></a><br><a href="#">O'Donnell</a>       | Introduced<br>2/22/2019 | Assembly Print | <b>Land use and planning: regional housing assessment allocation: housing element.</b> The Planning and Zoning Law requires a city or county to adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. That 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 make a nonsubstantive change to this provision.  |  |  |

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| <a href="#"><u>AB 1789</u></a><br><a href="#"><u>Flora</u></a>      | Introduced<br>2/22/2019 | Assembly Print   | <b>Department of Motor Vehicles: records: pull-notice system.</b> Current law provides that for purposes of the pull-notice system and periodic report process, an owner, other than the owner-operator, employer, family member, and volunteer who drives a vehicle shall be enrolled as if they were an employee. A violation of these provisions is a crime. This bill would require, if an owner-operator has a family member or a volunteer driver who drives the specified vehicle, the owner-operator to also be enrolled as if they were an employee.  |  |  |
| <a href="#"><u>ACA 1</u></a><br><a href="#"><u>Aguiar-Curry</u></a> | Introduced<br>12/3/2018 | Assembly Print   | <b>Local government financing: affordable housing and public infrastructure: voter approval.</b> The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, or city and county to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, 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.   |  |  |
| <a href="#"><u>SB 4</u></a><br><a href="#"><u>McGuire</u></a>       | Amended<br>2/28/2019    | Senate Rules     | <b>Housing.</b> Would authorize a development proponent of a neighborhood multifamily project or eligible TOD project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily unit of up to 2 residential dwelling units in a nonurban community, as defined, or up to 4 residential dwelling units in an urban community, as defined, that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would define an "eligible TOD project" as a project located in an urban community, as defined, that meets specified height requirements, is located within 1/2 mile of an existing or planned transit station parcel or entrance, and meets other floor area ratio, density, parking, and zoning requirements. |  |  |
| <a href="#"><u>SB 5</u></a><br><a href="#"><u>Beall</u></a>         | Introduced<br>12/3/2018 | Senate Gov. & F. | <b>Local-State Sustainable Investment Incentive Program.</b> Would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Sustainable Investment Incentive Committee to participate in the program and would authorize the committee to approve or deny applications for projects meeting specific criteria.  |  |  |

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| <a href="#"><b>SB 6</b></a><br><a href="#">Beall</a>       | Amended<br>2/27/2019    | Senate Rules                     | <b>Residential development: available land.</b> Would require the Department of Housing and Community Development to furnish the Department of General Services with a list of local lands suitable and available for residential development as identified by a local government as part of the housing element of its general plan. The bill would require the Department of General Services to create a database of that information and information regarding state lands determined or declared excess and to make this database available and searchable by the public by means of a link on its internet website.  |  |  |
| <a href="#"><b>SB 13</b></a><br><a href="#">Wieckowski</a> | Introduced<br>12/3/2018 | Senate Rules                     | <b>Accessory dwelling units.</b> Would express the intent of the Legislature to enact legislation that would reduce impact fees and other existing barriers for homeowners seeking to create accessory dwelling units for the purpose of creating additional residential housing within their neighborhoods.   |  |  |
| <a href="#"><b>SB 20</b></a><br><a href="#">Dodd</a>       | Introduced<br>12/3/2018 | Senate Governmental Organization | <b>Surplus state property: Napa County Regional Park and Open Space District.</b> Current law authorizes the Director of General Services, by January 1, 2015, to sell or exchange, at fair market value based upon an appraisal approved by the Department of General Services, all or part of a specified parcel of state property only to the County of Napa upon those terms, conditions, reservations, and exceptions the director determines are in the best interest of the state, and subject to other requirements. Current law requires reimbursement of the Department of General Services for any cost or expense incurred in the disposition of the property from the proceeds of the disposition of the property. This bill would apply the authorization described above to the Napa County Regional Park and Open Space District and the County of Napa, and would extend the period within which the sale described above may be made to January 1, 2026. |  |  |
| <a href="#"><b>SB 32</b></a><br><a href="#">Nielsen</a>    | Introduced<br>12/3/2018 | Senate Rules                     | <b>Recreational vehicle donation: registration fee and tax exemptions: state of emergency.</b> Would declare the intent of the Legislature to enact legislation to waive otherwise applicable sales and use taxes and vehicle registration fees, upon the donation and transfer of ownership of a recreational vehicle, as defined, if the Governor has proclaimed a state of emergency, and the donee of the recreational vehicle is a person who has suffered a total loss of his or her residence as a result of the event that precipitated the state of emergency.  |  |  |



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| <a href="#"><b>SB 45</b></a><br><a href="#">Allen</a>   | Introduced<br>12/3/2018  | Senate Natural Resources<br>and Water | <b>Wildfire, Drought, and Flood Protection Bond Act of 2020.</b> Would enact the Wildfire, Drought, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in an unspecified amount pursuant to the State General Obligation Bond Law to finance projects to restore fire damaged areas, reduce wildfire risk, create healthy forest and watersheds, reduce climate impacts on urban areas and vulnerable populations, protect water supply and water quality, protect rivers, lakes, and streams, reduce flood risk, protect fish and wildlife from climate impacts, improve climate resilience of agricultural lands, and protect coastal lands and resources.   |  |  |
| <a href="#"><b>SB 49</b></a><br><a href="#">Skinner</a> | Introduced<br>12/3/2018  | Senate Rules                          | <b>Energy efficiency.</b> Current law authorizes the State Energy Resources Conservation and Development Commission to prescribe, by regulation, energy efficiency standards, including appliance efficiency standards. This bill would make nonsubstantive revisions to these provisions.   |  |  |
| <a href="#"><b>SB 50</b></a><br><a href="#">Wiener</a>  | Introduced<br>12/3/2018  | Senate Housing                        | <b>Planning and zoning: housing development: equitable communities incentive.</b> Would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law. |  |  |
| <a href="#"><b>SB 59</b></a><br><a href="#">Allen</a>   | Introduced<br>12/19/2018 | Senate Transportation                 | <b>Automated vehicle technology: Statewide policy.</b> Would establish the policy of the state relating to automated vehicles in order to ensure that these vehicles support the state's efforts to, among other things, reduce greenhouse gas emissions and encourage efficient land use. The bill would require the Office of Planning and Research in the Governor's office, in coordination with the State Air Resources Board, to convene an automated vehicle interagency working group of specified state agencies, including, among others, the California Environmental Protection Agency, the Transportation Agency, and the Department of Motor Vehicles, to guide policy development for automated vehicle technology consistent with statewide policies as specified.                   |  |  |



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| <a href="#"><b>SB 127</b></a><br><a href="#">Wiener</a> | Introduced<br>1/10/2019 | Senate Transportation | <b>Transportation funding: active transportation: complete streets.</b> Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.  |  |  |
| <a href="#"><b>SB 128</b></a><br><a href="#">Beall</a>  | Introduced<br>1/10/2019 | Senate Gov. & F.      | <b>Enhanced infrastructure financing districts: bonds: issuance.</b> Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Current law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. |  |  |
| <a href="#"><b>SB 137</b></a><br><a href="#">Dodd</a>   | Introduced<br>1/15/2019 | Senate Transportation | <b>Federal transportation funds: state exchange programs.</b> Current federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Current law establishes the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system, and funds that program from fuel taxes and an annual transportation improvement fee imposed on vehicles. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.  |  |  |
| <a href="#"><b>SB 146</b></a><br><a href="#">Beall</a>  | Introduced<br>1/18/2019 | Senate Transportation | <b>Peninsula Rail Transit District.</b> Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.  |  |  |

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| <a href="#"><b>SB 147</b></a><br><a href="#">Beall</a>    | Introduced<br>1/18/2019 | Senate Transportation                       | <b>High-Speed Rail Authority.</b> The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Current law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.  |  |  |
| <a href="#"><b>SB 162</b></a><br><a href="#">Galgiani</a> | Introduced<br>1/24/2019 | Senate Gov. & F.                            | <b>California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions.</b> The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2021, the authority to provide financial assistance to a participating party in the form of specified sales and use tax exclusions for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2030, and would extend the sales and use tax exclusion until January 1, 2030. |  |  |
| <a href="#"><b>SB 167</b></a><br><a href="#">Dodd</a>     | Introduced<br>1/28/2019 | Senate Energy, Utilities and Communications | <b>Electrical corporations: wildfire mitigation plans.</b> Current law requires wildfire mitigation plans to include specified information, including protocols for disabling reclosers and deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, as well as protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communication infrastructure. This bill would require those protocols to additionally include impacts on customers enrolled in the California Alternative Rates for Energy (CARE) program, receiving medical baseline allowances of electricity or gas, and who the electrical corporation has identified as critical care customers relying on life-support equipment.   |  |  |

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| <a href="#"><b>SB 168</b></a><br><a href="#">Wieckowski</a> | Introduced<br>1/28/2019 | Senate Environmental Quality | <b>Climate change: Chief Officer of Climate Adaptation and Resilience.</b> Would establish the Chief Officer of Climate Adaptation and Resilience in the Office of Planning and Research to serve as the statewide lead for planning and coordination of climate adaptation policy and implementation in California, and would specify the duties of the chief officer. The bill would make the chief officer, or the chief officer's designee, a member of the advisory council and would designate the chief officer, or the chief officer's designee, as the chair of the advisory council. The bill would include additional expertise members of the advisory council are to have. The bill would specify that members of the advisory council serve staggered 4-year terms, except as provided. |  |  |
| <a href="#"><b>SB 182</b></a><br><a href="#">Jackson</a>    | Introduced<br>1/29/2019 | Senate Gov. & F.             | <b>General plans: safety element.</b> 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 plan, as specified. The bill would also require 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 retrofit updates applicable to the city or county that was not available during the previous revision of the safety element.   |  |  |
| <a href="#"><b>SB 191</b></a><br><a href="#">Morrell</a>    | Introduced<br>1/30/2019 | Senate Rules                 | <b>Land use: housing element.</b> The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. That law requires the housing element to contain, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. That law requires the Department of Housing and Community Development to determine the current and projected need for housing for each region, as specified. This bill would make nonsubstantive changes to that law.   |  |  |
| <a href="#"><b>SB 210</b></a><br><a href="#">Leyva</a>      | Introduced<br>2/4/2019  | Senate Environmental Quality | <b>Heavy-Duty Vehicle Inspections and Maintenance Program.</b> Would authorize the State Air Resources Board to develop and implement a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles, as specified. The bill would authorize the state board to assess a fee and penalties as part of the program. The bill would create the Truck Emission Check (TEC) Fund, with all the moneys deposited in the fund to be available upon appropriation.   |  |  |

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| <a href="#"><b>SB 211</b></a><br><a href="#">Beall</a>   | Introduced<br>2/4/2019  | Senate Rules   | <b>State highways: leases.</b> Current law requires the Department of Transportation to consider future lease potential of areas above or below state highway projects when planning new state highway projects and requires this consideration to be accomplished by intradepartment consultation among offices concerned with project development and airspace lease development. This bill would instead authorize the department to consider future lease potential of areas above or below state highway projects when planning new state highway projects and would authorize this consideration to be accomplished by intradepartment consultation among offices concerned with project development and airspace lease development.  |  |  |
| <a href="#"><b>SB 215</b></a><br><a href="#">Morrell</a> | Introduced<br>2/6/2019  | Senate Rules   | <b>Local government: housing.</b> Current law authorizes local governments to conduct a review or appeal regarding allocation data provided by the Department of Housing and Community Development or the council of governments regarding the locality's share of the regional housing need or the submittal of data or information for a proposed allocation, as specified. This bill would make nonsubstantive changes to this provision.  |  |  |
| <a href="#"><b>SB 235</b></a><br><a href="#">Dodd</a>    | Introduced<br>2/11/2019 | Senate Housing | <b>Planning and zoning: housing production report: regional housing need allocation.</b> The Planning and Zoning Law provides for the allocation of regional housing need by the council of government or the Department of Housing and Community Development, as applicable. That law also provides for the allocation of a portion of a county's share of the regional housing need to a city that is incorporated within its boundaries, or upon annexation of unincorporated land to an existing city within its boundaries, after the final allocation of regional housing need. This bill would authorize the County of Napa and the City of Napa to reach a mutually acceptable agreement to allow one of those jurisdictions to report on its annual production report to the department those completed entitlements, building permits, and certificates of occupancy issued by the other jurisdiction for the development of housing if certain conditions are met. |  |  |
| <a href="#"><b>SB 236</b></a><br><a href="#">Wilk</a>    | Introduced<br>2/11/2019 | Senate Rules   | <b>Greenhouse Gas Reduction Fund.</b> Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Current law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would make technical, nonsubstantive changes to that provision.  |  |  |

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| <a href="#"><b>SB 279</b></a><br><a href="#">Galgiani</a> | Introduced<br>2/13/2019 | Senate Rules          | <b>High-speed rail.</b> The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Current law defines certain terms in that regard. This bill would make nonsubstantive changes to these definitions.   |  |  |
| <a href="#"><b>SB 294</b></a><br><a href="#">Hill</a>     | Introduced<br>2/14/2019 | Senate Gov. & F.      | <b>Property taxation: welfare exemption: low income housing.</b> Would require any outstanding qualified ad valorem property tax in excess of the \$20,000,000 limitation, and related interest or penalty, which was levied or imposed on and after January 1, 2019, and before January 1, 2020, with respect to qualified property for which a qualified claim was filed, to be canceled to the extent that the amount canceled does not result in a total assessed value exemption amount in excess of \$250,000,000 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. |  |  |
| <a href="#"><b>SB 319</b></a><br><a href="#">Moorlach</a> | Introduced<br>2/15/2019 | Senate Transportation | <b>State highways: Interstate Route 5: State Route 99: speed limits.</b> Would require the Department of Transportation to initiate a project to construct two additional traffic lanes on northbound and southbound Interstate Route 5 and State Route 99, and would prohibit the imposition of a maximum speed limit for those traffic lanes.  |  |  |
| <a href="#"><b>SB 324</b></a><br><a href="#">Rubio</a>    | Introduced<br>2/15/2019 | Senate Gov. & F.      | <b>Local government: meetings.</b> Would clarify that the list of entities subject to the Ralph M. Brown Act includes infrastructure financing districts, enhanced infrastructure financing districts, affordable housing authorities, and community revitalization and investment authorities.  |  |  |
| <a href="#"><b>SB 330</b></a><br><a href="#">Skinner</a>  | Introduced<br>2/19/2019 | Senate Gov. & F.      | <b>Housing Crisis Act of 2019.</b> Would, notwithstanding specified prohibitions, allow a city or county to prohibit the commercial use of land zoned for residential use consistent with the authority of the city or county conferred by other law. The bill would state that these prohibitions would apply to any zoning ordinance adopted or amended on or after January 1, 2018, and that any zoning ordinance adopted, or amendment to an existing ordinance or to an adopted general plan, on or after that date that does not comply would be deemed void.  |  |  |

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| <a href="#"><b>SB 336</b></a><br><a href="#">Dodd</a>        | Introduced<br>2/19/2019 | Senate Transportation | <b>Transportation: fully-automated transit vehicles.</b> Current law establishes regulations for 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 the manufacturer meets prescribed requirements. Current law imposes various requirements on transit operators. This bill would require a transit operator, as defined, 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.   |  |  |
| <a href="#"><b>SB 340</b></a><br><a href="#">Stone</a>       | Introduced<br>2/19/2019 | Senate Transportation | <b>High-speed rail bonds.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes before the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. |  |  |
| <a href="#"><b>SB 356</b></a><br><a href="#">McGuire</a>     | Introduced<br>2/19/2019 | Senate Transportation | <b>North Coast Railroad Authority: rail right-of-way: Sonoma-Marín Area Rail Transit District.</b> Would require the North Coast Railroad Authority, within 90 days of removing all of its debts, liabilities, and contractual obligations, to convey and transfer its rights, interests, privileges, and title, lien free, relating to a specified rail right-of-way, its licenses and certificates of public convenience and necessity, any common carrier obligations held by the authority or an associated freight operator, and the railroad assets the authority owns to the district.   |  |  |
| <a href="#"><b>SB 358</b></a><br>Committee on Transportation | Introduced<br>2/20/2019 | Senate Transportation | <b>Vehicles: safety regulations.</b> Current law requires the Department of Motor Vehicles to regulate the safe operation of certain vehicles, including, but not limited to, motortrucks of three or more axles that are more than 10,000 pounds gross vehicle weight rating, truck tractors, and any motortruck regulated by the Department of Motor Vehicles, the Public Utilities Commission, or the United States Secretary of Transportation. This bill would additionally require the department to regulate the safe operation of motortrucks regulated by the Bureau of Household Goods and Services.  |  |  |

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| <a href="#"><b>SB 371</b></a><br><a href="#">Caballero</a> | Introduced<br>2/20/2019 | Senate Transportation        | <b>Schoolbuses: stop requirements.</b> Current law requires the driver of any vehicle, upon meeting or overtaking any schoolbus equipped with required signs that is stopped for the purpose of loading or unloading any schoolchildren and displaying a flashing red light signal and stop signal arm, if equipped with a stop signal arm, to bring the vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation. A violation of these provisions is a crime. This bill would authorize a school district to install and operate an automated schoolbus video enforcement system, as defined, for the purpose of enforcing the prohibition described above. |  |  |
| <a href="#"><b>SB 384</b></a><br><a href="#">Morrell</a>   | Introduced<br>2/20/2019 | Senate Housing               | <b>Housing: omnibus.</b> The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified findings. This bill would extend these provisions of the Housing Accountability Act to apply to housing development projects for above moderate-income households.  |  |  |
| <a href="#"><b>SB 397</b></a><br><a href="#">Glazer</a>    | Introduced<br>2/20/2019 | Senate Transportation        | <b>Public transit operators: passengers with pets: evacuation orders.</b> Would require each public transit operator to develop best practices for allowing pets on public transit vehicles serving areas subject to an evacuation order. If an evacuation order is issued that covers all or a portion of a public transit operator's service area, the bill would require the operator to authorize passengers to board public transit vehicles with their pets in the area covered by the evacuation order, consistent with those best practices.   |  |  |
| <a href="#"><b>SB 400</b></a><br><a href="#">Umberg</a>    | Introduced<br>2/20/2019 | Senate Environmental Quality | <b>Reduction of greenhouse gases emissions: mobility options.</b> Current law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Current law defines specified terms, including "mobility option", which means a voucher for public transit or car sharing for purposes of the program. This bill would additionally provide that "mobility option" also includes bike sharing and electric bicycles.  |  |  |



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| <a href="#"><b>SB 498</b></a><br><a href="#">Hurtado</a>    | Introduced<br>2/21/2019 | Senate Rules | <b>Transit and Intercity Rail Capital Program.</b> Current law establishes the Transit and Intercity Rail Capital Program to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Current law prescribes the eligibility requirements for projects under the program. This bill would make a nonsubstantive change to the provision related to project eligibility.  |  |  |
| <a href="#"><b>SB 526</b></a><br><a href="#">Allen</a>      | Introduced<br>2/21/2019 | Senate Rules | <b>Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities.</b> Current law requires the State Air Resources Board, by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. Under current law, the action element of a regional transportation plan describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. This bill would require the state board to adopt a regulation that requires a metropolitan planning organization to provide any data that the state board determines is necessary to fulfill the requirements of the above-described report and to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. After completing each report, the bill would require the state board to determine if each metropolitan planning organization is on track to meet its 2035 target and to notify the California Transportation Commission of these determinations. |  |  |
| <a href="#"><b>SB 532</b></a><br><a href="#">Portantino</a> | Introduced<br>2/21/2019 | Senate Rules | <b>Redevelopment: bond proceeds: affordable housing.</b> This bill, notwithstanding the requirement that the remaining bond proceeds be used to defease the bonds or to purchase those same outstanding bonds on the open market for cancellation, would authorize a successor agency to use the remaining bond proceeds for the purposes of increasing, improving, and preserving affordable housing, as defined. The bill, if the remaining bond proceeds are used for these purposes, would require the Last and Final Recognized Obligation Payment Schedule to be adjusted to allow for the allocation of revenues from the Redevelopment Property Tax Trust Fund to the successor agency for purposes of paying the remaining principal and interest on the bonds.  |  |  |
| <a href="#"><b>SB 611</b></a><br><a href="#">Caballero</a>  | Introduced<br>2/22/2019 | Senate Rules | <b>Housing: elderly and individuals with disabilities.</b> Would state the intent of the Legislature to enact legislation to establish a master plan that responds to population needs in a comprehensive manner which shall include, but not be limited to, policy recommendations that address the housing needs of California's older adults, and people with disabilities.  |  |  |



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| <a href="#"><b>SB 621</b></a><br><a href="#">Glazer</a>   | Introduced<br>2/22/2019 | Senate Rules | <b>California Environmental Quality Act: court actions or proceedings: affordable housing projects.</b> Would require any action or proceeding brought to attack, review, set aside, void, or annul the certification of an environmental impact report for an affordable housing project or the granting of an approval of an affordable housing project, to require 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 prohibit a court from staying or enjoining the construction or operation of an affordable housing project unless it makes certain findings.                     |  |  |
| <a href="#"><b>SB 623</b></a><br><a href="#">Jackson</a>  | Introduced<br>2/22/2019 | Senate Rules | <b>Housing: surplus land.</b> Current law requires an entity proposing to use surplus land for developing low- and moderate-income housing to agree to make available not less than 25% of the total number of units developed on the parcels at affordable housing cost or affordable rent to lower income households. Current law requires these and other specified requirements to be contained in a covenant or restriction recorded against the surplus land at the time of sale, to run with the land, and be enforceable, against any owner who violates the covenant or restriction and each successor in interest who continues the violation, by various specified parties. This bill would make nonsubstantive changes to that provision. |  |  |
| <a href="#"><b>SB 631</b></a><br><a href="#">Jones</a>    | Introduced<br>2/22/2019 | Senate Rules | <b>Vehicles: motorcyclist safety program.</b> Would require the Commissioner of the California Highway Patrol to adopt standards for motorcycle training courses, including a one-day intermediate riding course, as specified, require these standards to specify that students satisfactorily completing either the 3-day premier motorcyclist training course for novice riders or the one-day intermediate riding clinic for experienced riders receive a waiver of the Department of Motor Vehicles driving test, and require the Department of Motor Vehicles to accept that waiver in lieu of driving test.  |  |  |
| <a href="#"><b>SB 638</b></a><br><a href="#">Allen</a>    | Introduced<br>2/22/2019 | Senate Rules | <b>Leases: electric vehicle charging stations: insurance coverage.</b> Current law requires a lessor of a dwelling to approve a written request of a lessee to install an electric vehicle charging station at a parking space allotted for the lessee in accordance with specified requirements, including the lessee maintaining in full force and effect a lessee's general liability insurance policy in the amount of one million dollars (\$1,000,000), as provided. This bill would remove the specified monetary amount required in the general liability insurance policy.   |  |  |
| <a href="#"><b>SB 676</b></a><br><a href="#">Bradford</a> | Introduced<br>2/22/2019 | Senate Rules | <b>Transportation electrification: electric vehicles.</b> Would state the intent of the Legislature to enact legislation that accelerates electric vehicle grid integration to minimize the cost impacts of electric vehicles on ratepayers.  |  |  |

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| <a href="#"><b>SB 695</b></a><br><a href="#">Portantino</a> | Introduced<br>2/22/2019 | Senate Rules | <b>Land use planning: housing element: foster youth placement.</b> Would authorize a city to meet 10% of its share of the regional housing need by adopting of a program that meets certain, listed requirements, including that the program actively promote and assist in the placement of foster youth in existing family-based households, as specified, and be approved by the council of governments that assigns the city's share of regional housing needs or, in the absence of a council, by the Department of Housing and Community Development.  |  |  |
| <a href="#"><b>SB 718</b></a><br><a href="#">Moorlach</a>   | Introduced<br>2/22/2019 | Senate Rules | <b>Housing.</b> Current law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law defines several terms for the purposes of these provisions. This bill would make nonsubstantive changes to those definitions.   |  |  |
| <a href="#"><b>SB 739</b></a><br><a href="#">Stern</a>      | Introduced<br>2/22/2019 | Senate Rules | <b>Climate change: research, development, and demonstration: financial assistance.</b> Would state the intent of the Legislature to enact legislation to establish a new model for providing agile financial assistance for research, development, and demonstration of climate change mitigation technologies with transformational potential.  |  |  |
| <a href="#"><b>SB 744</b></a><br><a href="#">Caballero</a>  | Introduced<br>2/22/2019 | Senate Rules | <b>Planning and zoning: California Environmental Quality Act: permanent supportive housing: No Place Like Home Program.</b> Would require a lead agency to prepare concurrently the record of proceeding for a No Place Like Home project, as defined, with the performance of the environmental review of the project. Because the bill would impose additional duties on the lead agency, this bill would impose a state-mandated local program. The bill would require the lead agency to file and post a notice of determination within 2 working days of the approval of the project. The bill would require a person filing an action or proceeding challenging the lead agency's action on the grounds of noncompliance with CEQA to file the action or proceeding within 10 days of the filing of the notice of determination. |  |  |

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| <a href="#">SCA 3</a><br><br><a href="#">Hill</a> | Introduced<br>12/4/2018 | Senate Rules | <p><b>Property taxation: change in ownership: inheritance exclusion.</b> The California Constitution generally limits ad valorem taxes on real property to 1% of the full cash value of that property. For purposes of this limitation, “full cash value” is defined as the assessor’s valuation of real property as shown on the 1975–76 tax bill under “full cash value” or, thereafter, the appraised value of that real property when purchased, newly constructed, or a change in ownership has occurred. The California Constitution specifies various transfers that are not deemed to be a “purchase” or “change in ownership” of a property for these purposes, including the purchase or transfer of a principal residence from parents to their children, or, under certain circumstances, from grandparents to their grandchildren, and the purchase or transfer of the first \$1,000,000 of the full cash value of all other real property transferred from parents or grandparents to their children or grandchildren. This measure would limit the above-decried \$1,000,000 exclusion for purchases or transfers of real property other than a principal residence to purchases or transfers of nonresidential real property.</p> |  |  |
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## Federal Bills

| United States House of Representatives   |   |                 |  |   |          |
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| Bill Number (Author)                     | Topic   | Current Version | Status   | Summary   | Position |
| <a href="#">H.R. 140</a><br>(Green)      | Housing Fairness Act                                | 1/3/19          | House Financial Services Committee   | Authorizes funds to prevent housing discrimination through the use of nationwide testing, to increase funds for the Fair Housing Initiatives Program, and for other purposes.   |          |
| <a href="#">H.R. 180</a><br>(Hastings)   | Build America Act                                   | 1/3/19          | House Transportation & Infrastructure Committee;<br>House Ways & Means Committee | Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.   |          |
| <a href="#">H.R. 228</a><br>(Velazquez)  | Increase Transportation Alternatives Investment Act | 1/3/19          | House Transportation & Infrastructure Committee                                  | Authorizes programs and activities to support transportation options in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities.   |          |
| <a href="#">H.R. 330</a><br>(Lieu)       | Climate Solutions Act                               | 1/8/19          | House Energy & Commerce Committee; House Foreign Affairs Committee               | Contains findings related to the risks of climate change and declares the sense of Congress that the U.S. should honor its commitments to the Paris Climate Agreement. Requires the U.S. Energy Secretary to promulgate regulations that require an annual increase in the share of electric energy generated by renewable sources with 100% established by 2035 and thereafter. Establishes a national energy efficiency standard. Sets national greenhouse gas reduction targets for 2035 and 2050. |          |
| <a href="#">H.R. 731</a><br>(Malinowski) | Transportation Funding Fairness Act                 | 1/23/19         | House Transportation & Infrastructure Committee                                  | Eliminates FTA's discretionary authority to declare TIFIA and RRIF loans as the federal share of an infrastructure project, to allow states to attribute federal transportation loans towards their share of jointly funded large-scale infrastructure projects.  |          |

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| <a href="#"><u>H.R. 763</u></a><br>(Deutch) | Energy Innovation and Carbon Dividend Act     | 1/24/19 | House Energy & Commerce Committee; House Foreign Affairs Committee; House Ways and Means Committee | Creates a Carbon Dividend Trust Fund to encourage market-driven innovation of clean energy technologies and market efficiencies which will reduce harmful pollution and leave a healthier, more stable, and more prosperous nation for future generations. Institutes a federal carbon fee of \$15/ton in 2019 (growing by \$10/year thereafter) of greenhouse gas content on the use, sale or transfer of fuel related to refineries and importers of any petroleum product; coal mining; natural gas.  |  |
| <a href="#"><u>H.R.876</u></a><br>(DeFazio) | Pacific Northwest Earthquake Preparedness Act | 2/6/19  | Senate   | Requires the Federal Emergency Management Agency (FEMA) to develop a plan for the purchase and installation of an earthquake early warning system for the Cascadia Subduction Zone. The term "Cascadia Subduction Zone" means the landward-dipping fault that is approximately 684 miles long, separates the Juan De Fuca and North America plates, and stretches along a portion of the western coast of the United States beginning off Cape Mendocino, California, along the states of Oregon and Washington, to Northern Vancouver Island, British Columbia, Canada. |  |

## California State Legislative Calendar 2019\*

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| <b>January</b><br>1 Statutes take effect<br>7 Legislature reconvenes<br>10 Budget must be submitted by Governor (Art. IV, Sec. 12(a))<br>21 Martin Luther King, Jr. Day<br>25 Last day to submit bill requests to the Office of Legislative Counsel   | <b>June</b><br>3 Committee meetings may resume<br>15 Budget Bill must be passed by midnight  |
| <b>February</b><br>18 Presidents' Day<br>22 Last day for bills to be introduced   | <b>July</b><br>4 Independence Day<br>10 Last day for policy committees to hear and report fiscal bills to fiscal committees<br>12 Last day for policy committees to hear and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed                                    |
| <b>March</b><br>29 Cesar Chavez Day   | <b>August</b><br>12 Legislature reconvenes from Summer Recess<br>30 Last day for fiscal committees to meet and report bills to the floor   |
| <b>April</b><br>11 Spring Recess begins upon adjournment<br>22 Legislature reconvenes from Spring recess<br>26 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house  | <b>September</b><br>2 Labor Day<br>3-13 Floor session only. No committee may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees<br>6 Last day to amend on floor<br>13 Last day for any bill to be passed. Interim Recess begins upon adjournment |
| <b>May</b><br>3 Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house<br>10 Last day for policy committees meet prior to June 3<br>17 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<br>27 Memorial Day<br>28 – 6/1 No committee may meet for any purpose except for Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees | <b>October</b><br>13 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 13 and in the Governor's possession after Sept. 13   |
|   | <b>November</b><br>6 General Election.   |
|   | <b>December</b>  |
|   | <b>January 2020</b><br>1 Statutes take effect.   |

Source: Senate & Assembly websites.

\*Dates are subject to change.

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

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

Source: Senate & House of Representatives websites.

\*Dates are subject to change.