



METROPOLITAN
TRANSPORTATION
COMMISSION

LEGISLATIVE HISTORY
MTC and ABAG Priority Bills
October 10, 2019



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 10 Chiu	Amended 8/12/2019	Senate Appropriations Suspense File	Income taxes: credits low-income housing: farmworker housing. Current law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year, and authorizes CTCAC, for calendar years beginning in 2020, to allocate an additional \$500,000,000 to specified low-income housing projects and, for calendar years beginning in 2021, requires this additional amount only to be available for allocation pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC. This bill would remove the requirement that, beginning in the 2021 calendar year, the above-described additional \$500,000,000 allocation only be available pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC.		
AB 11 Chiu	Amended 4/11/2019	Assembly 2 year	Community Redevelopment Law of 2019. 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.	Support and Seek Amendments	Support and Seek Amendments

<p>AB 36 Bloom</p>	<p>Amended 4/22/2019</p>	<p>Assembly Rules</p>	<p>Residential tenancies: rent control. The Costa-Hawkins Rental Housing Act prescribes statewide limits on the application of local rent control with regard to certain properties. This bill would modify those provisions to authorize an owner of residential real property to establish the initial and all subsequent rental rates for a dwelling or unit that has been issued its first certificate of occupancy within 20 years of the date upon which the owner seeks to establish the initial or subsequent rental rate, or for a dwelling or unit that is alienable separate from the title to any other dwelling unit or is a subdivided interest in a subdivision and the owner is a natural person who owns 10 or fewer residential units within the same jurisdiction as the dwelling or unit for which the owner seeks to establish the initial or subsequent rental rate, subject to certain exceptions.</p>		
<p>AB 68 Ting</p>	<p>Chaptered 10/9/2019</p>	<p>Assembly Chaptered</p>	<p>Land use: accessory dwelling units. 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 requires such an ordinance to impose standards on accessory dwelling units, including, among others, lot coverage. Current law also requires such an ordinance to require that the accessory dwelling units to be either attached to, or located within, the living area of the proposed or existing primary dwelling, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling. This bill would delete the provision authorizing the imposition of standards on lot coverage and would prohibit an ordinance from imposing requirements on minimum lot size.</p>	<p>Support</p>	<p>Support</p>
<p>AB 69 Ting</p>	<p>Amended 6/20/2019</p>	<p>Senate 2 year</p>	<p>Land use: accessory dwelling units. Current law requires the Department of Housing and Community Development to propose building standards to the California Building Standards Commission, and to adopt, amend, or repeal rules and regulations governing, among other things, apartment houses and dwellings, as specified. This bill would require the department to propose small home building standards governing accessory dwelling units smaller than 800 square feet, junior accessory dwelling units, and detached dwelling units smaller than 800 square feet, as specified, and to submit the small home building standards to the California Building Standards Commission for adoption on or before January 1, 2021.</p>	<p>Support</p>	<p>Support</p>

<p>AB 148 Quirk-Silva</p>	<p>Introduced 12/14/2018</p>	<p>Assembly 2 year</p>	<p>Regional transportation plans: sustainable communities strategies. 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.</p>		
<p>AB 185 Grayson</p>	<p>Chaptered 10/7/2019</p>	<p>Assembly Chaptered</p>	<p>California Transportation Commission: transportation and transportation-related policies: joint meetings. Current law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Existing law requires the commission and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would instead require the commission, the state board, and a representative from the Department of Housing and Community Development to hold those joint meetings to coordinate their implementation of policies that jointly affect transportation, housing, and air quality.</p>		
<p>AB 252 Daly</p>	<p>Chaptered 7/31/2019</p>	<p>Assembly Chaptered</p>	<p>Department of Transportation: environmental review process: federal program. 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.</p>	<p>Support</p>	<p>Support</p>

AB 291 Chu	Amended 4/30/2019	Assembly 2 year	Local Emergency Preparedness and Hazard Mitigation Fund. Would establish a Local Emergency Preparedness and Hazard Mitigation Fund to support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would, upon appropriation by the Legislature, require the Controller to transfer \$500,000,000 to the fund. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board.		
AB 323 Daly	Amended 4/2/2019	Assembly 2 year	Disaster Preparedness Account. Current law establishes the various funds in the State Treasury, including the Disaster Response-Emergency Operations Account, Disaster Relief Fund, and the Disaster Assistance Fund. This bill would establish the Disaster Preparedness Account in the State Treasury and would provide that funds in the account are available only for specified purposes, for appropriation by the Legislature, upon the Governor’s proclamation of a state of emergency, as provided.		
AB 393 Nazarian	Amended 5/29/2019	Senate 2 year	Building codes: earthquake safety: functional recovery standard. Would require the California Building Standards Commission, by June 30, 2020, to assemble a functional recovery working group comprised of certain state entities and members of the construction and insurance industries, as specified. The bill would require the working group, by June 30, 2021, to consider whether a “functional recovery” standard is warranted for all or some building occupancy classifications, using specified criteria, and to investigate the practical means of implementing that standard, as specified. The bill would require the working group to advise the appropriate state agencies to propose the building standards, as specified.		Support
AB 421 Waldron	Introduced 2/7/2019	Assembly 2 year	Transportation finance: De Luz Community Services District. 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.		

<p>AB 429 Nazarian</p>	<p>Amended 8/30/2019</p>	<p>Senate 2 year</p>	<p>Seismically vulnerable buildings: inventory. Current law establishes a program within all cities and all counties and portions thereof located within seismic zone 4, as defined, to identify all potentially hazardous buildings and to establish a mitigation program for these buildings. The mitigation program may include, among other things, the adoption by ordinance of a hazardous buildings program, measures to strengthen buildings, and the application of structural standards necessary to provide for life safety above current code requirements. Current law requires the Alfred E. Alquist Seismic Safety Commission to report annually to the Legislature on the filing of mitigation programs relating to building construction standards from local jurisdictions. This bill would require the commission, by specified deadlines, to identify funding and develop a bidding process for hiring a third-party contractor to create an inventory of potentially vulnerable buildings, as defined.</p>		<p>Support</p>
<p>AB 587 Friedman</p>	<p>Chaptered 10/9/2019</p>	<p>Assembly Chaptered</p>	<p>Accessory dwelling units: sale or separate conveyance. 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 a local agency to allow, by ordinance, an accessory dwelling unit that was created 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.</p>		
<p>AB 659 Mullin</p>	<p>Introduced 2/15/2019</p>	<p>Assembly 2 year</p>	<p>Transportation: emerging transportation technologies: California Smart City Challenge Grant Program. Would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2021, for the program, which would not be subject to the Administrative Procedure Act, and would authorize the commission to revise them as necessary.</p>		

<p>AB 671 Friedman</p>	<p>Chaptered 10/9/2019</p>	<p>Assembly Chaptered</p>	<p>Accessory dwelling units: incentives. Would require a local agency to include a plan that incentivizes and promotes the creation of accessory dwelling units that can be offered at affordable rent for very low, low-, or moderate-income households in its housing element. The bill would require the Department of Housing and Community Development to develop a list of existing state grants and financial incentives for operating, administrative, and other expenses in connection with the planning, construction, and operation of accessory dwelling units with affordable rent, as specified. The bill would require the department to post that list on its internet website by December 31, 2020.</p>		
<p>AB 724 Wicks</p>	<p>Amended 4/25/2019</p>	<p>Assembly 2 year</p>	<p>Rental property data registry. Would require the Department of Housing and Community Development to create a rental registry online portal, which would be designed to receive specified information from landlords regarding their residential tenancies and to disseminate this information to the general public. The bill would require the department to complete the rental registry online portal, the form necessary to support it, by January 1, 2021, and would require landlords who own or operate property that includes more than 15 dwelling units to register within 90 days and annually thereafter.</p>		
<p>AB 725 Wicks</p>	<p>Amended 4/2/2019</p>	<p>Assembly 2 year</p>	<p>General plans: housing element: above moderate-income housing: suburban and metropolitan jurisdictions. The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need determined pursuant to specified law. This bill would prohibit more than 20% of a suburban or metropolitan jurisdiction's share of the regional housing need for above moderate-income housing from being allocated to sites with zoning restricted to single-family development.</p>		
<p>AB 745 Petrie-Norris</p>	<p>Amended 4/3/2019</p>	<p>Assembly Appropriations Suspense File</p>	<p>Sales and use taxes: exemption: retail hydrogen vehicle fuel. Would, on and after January 1, 2020, and before January 1, 2024, exempt from sales and use taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, retail hydrogen vehicle fuel, as defined.</p>		

AB 784 Mullin	Chaptered 10/9/2019	Assembly Chaptered	Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses. Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, until January 1, 2024, provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.	Support	
AB 821 O'Donnell	Introduced 2/20/2019	Assembly 2 year	Transportation: Trade Corridor Enhancement Account: project nomination: California Port Efficiency Program. 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		
AB 847 Grayson	Amended 3/27/2019	Assembly 2 year	Housing: transportation-related impact fees grant program. Would require the Department of Housing and Community Development , upon appropriation by the Legislature, to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project, as defined, by the local jurisdiction.		

<p>AB 873 Irwin</p>	<p>Amended 5/2/2019</p>	<p>Senate 2 year</p>	<p>California Consumer Privacy Act of 2018. The California Consumer Privacy Act of 2018 excludes from the definition of personal information consumer information that is deidentified, or aggregate consumer information. This bill would revise the definition of "deidentified" to instead mean information that does not identify, and is not linkable, directly or indirectly, to a particular consumer, provided that the business makes no attempt to reidentify the information and takes reasonable technical and administrative measures designed to ensure that the data is deidentified, publicly commits to maintain and use the data in a deidentified form, and contractually prohibits recipients of the data from trying to reidentify it.</p>		
<p>AB 874 Irwin</p>	<p>Enrollment 9/25/2019</p>	<p>Assembly Enrolled</p>	<p>California Consumer Privacy Act of 2018. The California Consumer Privacy Act of 2018, beginning on January 1, 2020, grants consumers various rights with regard to their personal information held by businesses, including the right to request a business to disclose specific pieces of personal information it has collected and the right to request a business to delete any personal information collected by the business. The act generally provides for its enforcement by the Attorney General, but also provides for a private right of action in certain circumstances. The act defines "personal information" to mean information that identifies, relates to, describes, is capable of being associated with, or could reasonably be linked, directly or indirectly, with a particular consumer or household. The act excludes "publicly available information" from the definition of "personal information," and defines the term "publicly available" to mean information that is lawfully made available from federal, state, or local government records, if any conditions associated with that information.</p>		
<p>AB 880 Oberholte</p>	<p>Chaptered 10/8/2019</p>	<p>Assembly Chaptered</p>	<p>Transportation network companies: participating drivers: criminal background checks. Would prohibit a transportation network company from contracting with, employing, or retaining a driver if the driver has been convicted of specified human trafficking offenses and would delete erroneous cross-references to code sections specified in existing law. By expanding the scope of a crime, the bill would impose a state-mandated local program.</p>		

<p>AB 881 Bloom</p>	<p>Chaptered 10/9/2019</p>	<p>Assembly Chaptered</p>	<p>Accessory dwelling units. 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 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. The bill would also prohibit a local agency from issuing a certificate of occupancy for an accessory dwelling unit before issuing a certificate of occupancy for the primary residence.</p>		
<p>AB 923 Wicks</p>	<p>Chaptered 9/20/2019</p>	<p>Assembly Chaptered</p>	<p>Bay Area Rapid Transit District: electricity procurement and delivery. 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.</p>		
<p>AB 931 Boerner Horvath</p>	<p>Enrollment 9/13/2019</p>	<p>Assembly Enrolled</p>	<p>Local boards and commissions: representation: appointments. Current law establishes the policy of the Legislature to ensure equal access to specific information about the many local regulating and advisory boards, commissions, and committees and to ensure equal opportunity to be informed of vacancies on those boards. Current law requires each legislative body of a local agency to prepare an appointments list of all regular and ongoing boards, commissions, and committees that are appointed by the legislative body of the local agency. This bill, on and after January 1, 2030, would require, with respect to a city with a population of 50,000 or more, that the city not appoint members of nonsalaried, nonelected boards or commissions consisting of 5 or more members such that individuals of the same gender identity comprise more than 60% of the board or commission's membership.</p>		
<p>AB 961 Reyes</p>	<p>Amended 4/23/2019</p>	<p>Assembly 2 year</p>	<p>Energy programs and projects: nonenergy benefits. Would require the Public Utilities Commission to (1) establish common definitions of nonenergy benefits and attempt to determine consistent values for use in all distributed energy resource programs, (2) meaningfully consider producing nonenergy benefits in distributed energy resource programs and projects, (3) incorporate nonenergy benefits in distributed energy resource programs and projects in environmental and social justice communities, as defined, and (4) track the nonenergy benefits produced in distributed energy resource programs and report those benefits during program evaluations.</p>		

<p>AB 970 Salas</p>	<p>Enrollment 9/11/2019</p>	<p>Assembly Enrolled</p>	<p>California Department of Aging: grants: transportation. Current law establishes certain wellness, injury prevention, and other programs within the California Department Of Aging to serve both older individuals and persons with a disability, as defined. This bill would make grant awards available under the State Air Resources Board's Clean Mobility Options program for disadvantaged communities and low-income communities to eligible applicants, including, but not limited to, area agencies on aging and public transit operators. The grant awards would be used to fund transportation to and from nonemergency medical services for older individuals and persons with a disabilities, for the purpose of reducing greenhouse gas emissions.</p>	<p>Support if Amended</p>	
<p>AB 983 Boerner Horvath</p>	<p>Introduced 2/21/2019</p>	<p>Assembly 2 year</p>	<p>Transportation electrification. 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.</p>		
<p>AB 992 Mullin</p>	<p>Amended 4/22/2019</p>	<p>Assembly 2 year</p>	<p>Open meetings: local agencies: social media. The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines "meeting" for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.</p>		
<p>AB 1017 Boerner Horvath</p>	<p>Chaptered 9/5/2019</p>	<p>Assembly Chaptered</p>	<p>New or modified railroad crossings: approval. Would require the The Public Utilities Commission, if a city or county develops and adopts, by resolution upon a majority vote of the city council or the board of supervisors, a plan to improve mobility for multimodal access that calls for new or modified railroad crossings, to make an engineer available from the Rail Crossings and Engineering Branch to assist and advise that city or county on the safety of the planned railroad crossings before the filing of an application to the commission for the approval of the new or modified railroad crossings.</p>		

<p>AB 1035 Mayes</p>	<p>Amended 5/23/2019</p>	<p>Senate 2 year</p>	<p>Personal information: data breaches. Would require a person or business, as defined, that owns or licenses computerized data that includes personal information to disclose a breach of the security of the system in the most expedient time possible and without unreasonable delay, but in no case more than 45 days, following discovery or notification of the breach, subject to the legitimate needs of law enforcement, as provided. The bill would make other conforming changes.</p>		
<p>AB 1112 Friedman</p>	<p>Amended 6/19/2019</p>	<p>Senate 2 year</p>	<p>Shared mobility devices: local regulation. Current law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Current law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided.</p>		
<p>AB 1142 Friedman</p>	<p>Amended 8/12/2019</p>	<p>Senate 2 year</p>	<p>Regional transportation plans: transportation network companies. Current law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under current law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Current law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.</p>	<p>Support</p>	
<p>AB 1190 Irwin</p>	<p>Amended 5/1/2019</p>	<p>Senate Rules</p>	<p>Unmanned aircraft: state and local regulation: limitations. Would, among other things, prohibit a state or local agency from adopting any law or regulation that bans the operation of an unmanned aircraft system. The bill would also authorize a local agency to adopt regulations to enforce FAA regulations regarding the operation of unmanned aircraft systems and would authorize local agencies to regulate the operation of unmanned aircraft and unmanned aircraft systems within their jurisdictions, as specified. The bill would also authorize a local agency to require an unmanned aircraft operator to provide proof of federal, state, or local registration to licensing or enforcement officials.</p>		

AB 1198 Stone, Mark	Amended 3/21/2019	Assembly 2 year	Public employees' retirement: pension reform: excepted employees: transit workers. Would except transit workers hired before January 1, 2016, from PEPRA by removing the federal district court contingency language from the provision excepting certain transit workers from PEPRA, as specified.		
AB 1243 Fong	Amended 4/3/2019	Assembly Transportation	Traffic Relief and Road Improvement Act. Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, and certain miscellaneous State Highway Account revenues.		
AB 1255 Rivas, Robert	Chaptered 10/9/2019	Assembly Chaptered	Surplus public land: inventory. Would require each county and each city to make a central inventory of specified surplus land and excess land identified pursuant to that inventory on or before December 31 of each year. The bill would require the city or county to make a description of each parcel and its present uses a matter of public record and to report this information to the Department of Housing and Community Development (HCD) no later than April 1 of each year, beginning April 1, 2021, as provided, but would authorize HCD to delay implementation of this requirement for one year. The bill would require a county or city, upon request, to provide a list of its surplus governmental properties to a citizen, limited dividend corporation, housing corporation, or nonprofit corporation without charge.		
AB 1277 Oberholte	Amended 3/19/2019	Assembly 2 year	Transportation projects: oversight committees. Would require a public agency administering a megaproject, which the bill would define as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000, to take specified actions to manage the risks associated with the megaproject, including establishing a comprehensive risk management plan and regularly reassessing its reserves for potential claims and unknown risks. The bill would require a public agency administering a megaproject to establish a project oversight committee composed of specified individuals to review the megaproject and perform other specified duties.		

<p>AB 1279 Bloom</p>	<p>Introduced 2/21/2019</p>	<p>Senate 2 year</p>	<p>Planning and zoning: housing development: high-resource areas. Would require the department to designate areas in this state as high-resource areas, as provided, by January 1, 2021, and every 5 years thereafter. The bill would authorize a city or county to appeal the designation of an area within its jurisdiction as a high-resource area during that 5-year period. In any area designated as a high-resource area, the bill would require that a housing development project be a use by right, upon the request of a developer, in any high-resource area designated pursuant to be a use by right in certain parts of the high-resource area if those projects meet specified requirements, including specified affordability requirements. For certain development projects where the initial sales price or initial rent exceeds the affordable housing cost or affordable rent to households with incomes equal to or less than 100% of the area median income, the bill would require the applicant agree to pay a fee equal to 10% of the difference between the actual initial sales price or initial rent and the sales price or rent that would be affordable, as provided. The bill would require the city or county to deposit the fee into a separate fund reserved for the construction or preservation of housing with an affordable housing cost or affordable rent to households with a household income less than 50% of the area median income. This bill contains other related provisions and other existing laws.</p>		
<p>AB 1286 Muratsuchi</p>	<p>Amended 6/6/2019</p>	<p>Senate 2 year</p>	<p>Shared mobility devices: agreements. Would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided.</p>		
<p>AB 1350 Gonzalez</p>	<p>Amended 3/26/2019</p>	<p>Assembly 2 year</p>	<p>Youth Transit Pass Pilot Program. Would create the Youth Transit Pass Pilot Program upon the appropriation of moneys from the Greenhouse Gas Reduction Fund by the Legislature, and would require the Department of Transportation to administer the program. The bill would require the department to award available moneys to eligible participants, as defined, to provide free transit passes to persons under the age of 25 through new or existing transit pass programs, as specified.</p>		

AB 1402 Petrie-Norris	Amended 3/26/2019	Assembly 2 year	Active Transportation Program. Would require the Department of Transportation, instead of the California Transportation Commission, to award funds to projects in the statewide and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories. The bill would require that 75% of available funds be awarded to MPO's in urban areas with populations greater than 200,000, in proportion to their relative share of the population, 15% to small urban and rural regions with populations of 200,000 or less, competitively awarded by the department to projects in those regions, and 10% to projects competitively awarded by the department, in consultation with the commission, on a statewide basis.		
AB 1479 Cervantes	Amended 4/8/2019	Assembly 2 year	Opportunity Zone Credit Enhancement Act. Would require the California Infrastructure and Economic Development Bank to consider providing a credit enhancement to support an economic development facility in a qualified opportunity zone and to establish procedures for the expeditious review of applications for those credit enhancements. The bill would further authorize the bank to provide credit enhancements that support financing for economic development facilities located in a qualified opportunity zone.		
AB 1481 Grayson	Amended 5/20/2019	Assembly 2 year	Tenancy termination: just cause. Would, with certain exceptions, prohibit a lessor of residential property from terminating the lease without just cause, as defined, stated in the written notice to terminate.	Support	Support
AB 1482 Chiu	Chaptered 10/8/2019	Assembly Chaptered	Tenant Protection Act of 2019: tenancy: rent caps. Would, with certain exceptions, prohibit an owner, as defined, of residential real property from terminating a tenancy without just cause, as defined, which the bill would require to be stated in the written notice to terminate tenancy when the tenant has continuously and lawfully occupied the residential real property for 12 months, except as provided. The bill would require, for certain just cause terminations that are curable, that the owner give a notice of violation and an opportunity to cure the violation prior to issuing the notice of termination. The bill, if the violation is not cured within the time period set forth in the notice, would authorize a 3-day notice to quit without an opportunity to cure to be served to terminate the tenancy. The bill would require, for no-fault just cause terminations, as specified, that the owner, at the owner's option, either assist certain tenants to relocate, regardless of the tenant's income, by providing a direct payment of one month's rent to the tenant, as specified, or waive in writing the payment of rent for the final month of the tenancy, prior to the rent becoming due.	Support	Support

<p>AB 1483 Grayson</p>	<p>Chaptered 10/9/2019</p>	<p>Assembly Chaptered</p>	<p>Housing data: collection and reporting. Would require a city, county, or special district to maintain on its internet website, as applicable, a current schedule of fees, exactions, and affordability requirements imposed by the city, county, or special district, including any dependent special district, applicable to a proposed housing development project, all zoning ordinances and development standards, and annual fee reports or annual financial reports, as specified. The bill would require a city, county, or special district to provide on its internet website an archive of impact fee nexus studies, cost of service studies, or equivalent, as specified. By requiring a city or county to include this information on its internet website, the bill would impose a state-mandated local program.</p>	<p>Support and Seek Amendments</p>	<p>Support and Seek Amendments</p>
<p>AB 1484 Grayson</p>	<p>Amended 9/6/2019</p>	<p>Senate Rules</p>	<p>Mitigation Fee Act: housing developments. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. This bill would prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the housing impact requirement be roughly proportional in both nature and extent to the impact created by the housing development project.</p>		
<p>AB 1485 Wicks</p>	<p>Chaptered 10/9/2019</p>	<p>Assembly Chaptered</p>	<p>Housing development: streamlining. The Planning and Zoning Law requires that a development be subject to a requirement mandating a minimum percentage of below market rate housing based on one of 3 specified conditions. This bill would modify that condition to authorize a development that is located within the San Francisco Bay area, as defined, to instead dedicate 20% of the total number of units to housing affordable to households making at or below 120% of the area median income with the average income of the units at or below 100% of the area median income, except as provided.</p>	<p>Support</p>	<p>Support</p>

AB 1486 Ting	Chaptered 10/9/2019	Assembly Chaptered	<p>Surplus land. Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "local agency" for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. 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. The bill would specify that the term "district" includes all districts within the state, and that this change is declaratory of existing law.</p>	Support	Support
AB 1487 Chiu	Chaptered 10/8/2019	Assembly Chaptered	<p>San Francisco Bay area: housing development: financing. Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the San Francisco Bay Area Regional Housing Finance Act, would establish the Bay Area Housing Finance Authority (hereafter the authority) and would state that the authority's purpose is to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area, as defined, and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. The bill would provide that the governing board of the Metropolitan Transportation Commission serve as the governing board of the authority.</p>	Support	Support
AB 1560 Friedman	Chaptered 10/8/2019	Assembly Chaptered	<p>California Environmental Quality Act: transportation: major transit stop. 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.</p>		

<p>AB 1568 McCarty</p>	<p>Amended 4/11/2019</p>	<p>Assembly 2 year</p>	<p>Housing law compliance: prohibition on applying for state grants. The Housing Element Law, prescribes requirements for the preparation of the housing element, including a requirement that a planning agency submit a draft of the element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Current law requires the department to review the draft and report its written findings, as specified. Current law also requires the department, in its written findings, to determine whether the draft substantially complies with the Housing Element Law. This bill would authorize the city or county to submit evidence that the city or county is no longer in violation of state law to the department and to request the department to issue a finding that the city or county is no longer in violation of state law.</p>		
<p>AB 1580 Levine</p>	<p>Amended 7/1/2019</p>	<p>Senate 2 year</p>	<p>Major infrastructure construction projects: oversight committees. Current law requires the Department of Transportation and the Bay Area Toll Authority to establish the Toll Bridge Program Oversight Committee, as provided, to review and provide program direction for seismic retrofit and replacement projects on toll bridges within the geographic jurisdiction of the committee. This bill, except as specified, would similarly require a state agency undertaking a publicly funded major infrastructure construction project that is estimated to cost \$1,000,000,000 or more to form an oversight committee, as provided, to develop and use risk management plans throughout the course of the project, and to take specified actions relating to managing risks. The bill would require the oversight committee to act as the authority for critical decisions regarding the implementation of the project's risk management plan and to have sufficient staff to support decisionmaking.</p>		
<p>AB 1605 Ting</p>	<p>Enrollment 9/11/2019</p>	<p>Assembly Enrolled</p>	<p>City and County of San Francisco: Crooked Street Reservation and Pricing Program. Would authorize the Board of Supervisors of the City and County of San Francisco by ordinance to conduct a reservation and pricing pilot program for vehicles that use the "Crooked Street," which the bill would define to mean the portion of Lombard Street located between Leavenworth Street and Hyde Street in the City and County of San Francisco. Before the board of supervisors adopts an ordinance to conduct the pilot program, the bill would require the board of supervisors to make certain findings and to conduct at least 2 public outreach meetings or hearings.</p>		

AB 1633 Grayson	Chaptered 10/8/2019	Assembly Chaptered	Regional transportation plans: traffic signal optimization plans. Current law designates the Metropolitan Transportation Commission (MTC) as the regional transportation planning agency for the 9-county San Francisco Bay area, with various powers and duties relative to transportation planning, programming, and funding. This bill would authorize a city located within the jurisdiction of MTC to develop and implement a traffic signal optimization plan intended to reduce travel times, the number of stops, and fuel use. The bill would also require the Department of Transportation and a city that develops a traffic signal optimization plan pursuant to these provisions to coordinate on any adjustments to traffic signals owned or operated by the department.		
AB 1697 Grayson	Amended 5/1/2019	Assembly 2 year	Housing: tenancy termination: just cause. Would, with certain exceptions, prohibit a lessor of residential property, for a term not specified by the parties, in which the tenant has occupied the property for 10 months or more, from terminating the lease without just cause, stated in the written notice to terminate.		
AB 1706 Quirk	Amended 3/26/2019	Assembly 2 year	Housing development: incentives. Would, until January 1, 2035, provide specified financial incentives that ensure financial feasibility to a development proponent of a residential housing development in the 9-county San Francisco Bay area region that dedicates at least 20% of the development's housing units to households making no more than 150% of the area median income. The incentives provided to those developments include an exemption from the California Environmental Quality Act, a density bonus of 35%, a waiver of local parking requirements, and a waiver of physical building requirements imposed on development by the local agency, such as green building standards.		
AB 1717 Friedman	Amended 4/10/2019	Assembly 2 year	Transit-Oriented Affordable Housing Funding Program Act. Would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency (CalHFA). The bill would authorize the city council of a city, or the board of supervisors of a city and county, to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district, as provided.		

AB 1763 Chiu	Chaptered 10/9/2019	Assembly Chaptered	Planning and zoning: density bonuses: affordable housing. Would require a density bonus to be provided to a developer who agrees to construct a housing development in which 100% of the total units, exclusive of managers' units, are for lower income households, as defined. However, the bill would provide that a housing development that qualifies for a density bonus under its provisions may include up to 20% of the total units for moderate-income households, as defined. The bill would also require that a housing development that meets these criteria receive 4 incentives or concessions under the Density Bonus Law and, if the development is located within ½ of a major transit stop, a height increase of up to 3 additional stories or 33 feet.		
AB 1782 Chau	Amended 5/24/2019	Senate 2 year	Automated license plate recognition information: usage and privacy policy. Current law authorizes the Department of the California Highway Patrol to share automatied license plate data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the length of time ALPR information will be retained, and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would delete the requirement that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the retention and destruction information described above, and would instead require those usage and privacy policies to include a procedure to ensure the destruction of all nonanonymized ALPR information no more than 60 days from the date of collection, except as provided.		
ACA 1 Aguiar-Curry	Amended 3/18/2019	Assembly Third Reading	Local government financing: affordable housing and public infrastructure: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.	Support	Support

<p>SB 4 McGuire</p>	<p>Amended 4/10/2019</p>	<p>Senate 2 year</p>	<p>Housing. Would authorize a development proponent of a neighborhood multifamily project or eligible transit-oriented development (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.</p>		
<p>SB 5 Beall</p>	<p>Enrollment 9/18/2019</p>	<p>Senate Enrolled</p>	<p>Affordable Housing and Community Development Investment Program. Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment 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, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria. The bill would also authorize certain local agencies to establish an affordable housing and community development investment agency and authorize an agency to apply for funding under the program and issue bonds, as provided, to carry out a project under the program.</p>	<p>Support</p>	<p>Support</p>
<p>SB 6 Beall</p>	<p>Chaptered 10/9/2019</p>	<p>Senate Chaptered</p>	<p>Residential development: available land. 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.</p>	<p>Support</p>	<p>Support</p>
<p>SB 13 Wieckowski</p>	<p>Chaptered 10/9/2019</p>	<p>Senate Chaptered</p>	<p>Accessory dwelling units. Would authorize the creation of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use. The bill would also revise the requirements for an accessory dwelling unit by providing that the accessory dwelling unit may be attached to, or located within, an attached garage, storage area, or other structure, and that it does not exceed a specified amount of total floor area. This bill contains other related provisions and other existing laws.</p>	<p>Support if Amended</p>	<p>Support if Amended</p>

<p>SB 18 Skinner</p>	<p>Chaptered 7/30/2019</p>	<p>Senate Chaptered</p>	<p>Keep Californians Housed Act. Current law requires a tenant or subtenant in possession of a rental housing unit under a month-to-month lease at the time that property is sold in foreclosure to be provided 90 days' written notice to quit before the tenant or subtenant may be removed from the property. Current law also provides tenants or subtenants holding possession of a rental housing unit under a fixed-term residential lease entered into before transfer of title at the foreclosure sale the right to possession until the end of the lease term, except in specified circumstances. Current law repeals these provisions as of December 31, 2019. This bill would delete the above-described repeal date, thereby extending the operation of these provisions indefinitely.</p>		
<p>SB 50 Wiener</p>	<p>Amended 6/4/2019</p>	<p>Senate 2 year</p>	<p>Planning and zoning: housing development: streamlined approval: incentives. Would authorize a development proponent of a neighborhood multifamily 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 structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019.</p>		
<p>SB 59 Allen</p>	<p>Amended 7/3/2019</p>	<p>Assembly 2 year</p>	<p>California Transportation Commission: advisory committee: autonomous vehicle technology. Current law creates the California Transportation Commission with various powers and duties, including the duty to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. This bill would require the chair of the commission to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that California continues to be the world leader in autonomous, driverless, and connected vehicle technology.</p>		

<p>SB 127 Wiener</p>	<p>Enrollment 9/18/2019</p>	<p>Senate Enrolled</p>	<p>Transportation funding: active transportation: complete streets. Current law requires the Department of Transportation, in consultation with the California Transportation Commission, to prepare an asset management plan to guide selection of projects for the State Highway Operation and Protection Program consistent with any applicable state and federal requirements. Current law requires the commission, in connection with the asset management plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the asset management plan to prescribe a process for community input and complete streets implementation to prioritize the implementation of safe and connected facilities for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program projects, as specified.</p>		
<p>SB 128 Beall</p>	<p>Chaptered 10/3/2019</p>	<p>Senate Chaptered</p>	<p>Public contracts: Best Value Construction Contracting for Counties Pilot Program. Current law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Riverside, San Bernardino, San Diego, San Mateo, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Current law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Current law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before January 1, 2020. Existing law repeals the pilot program provisions on January 1, 2020. This bill would authorize the County of Santa Clara and the County of Monterey to utilize this pilot program and would extend the operation of those provisions until January 1, 2025.</p>		

<p>SB 137 Dodd</p>	<p>Chaptered 10/8/2019</p>	<p>Senate Chaptered</p>	<p>Federal transportation funds: state exchange programs. Current law requires that all moneys in the State Highway Account in the State Transportation Fund derived from federal sources or from appropriations to other state agencies, or deposited in the account by local agencies or by others, to be continuously appropriated to, and available for expenditure by, the Department of Transportation for the purposes for which the money was made available, including, among other purposes, transportation improvements. 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 nonfederal State Highway Account funds appropriated to the department on a dollar-for-dollar basis for federal local assistance funds received by a city, county, or city and county, as specified. The bill would require, among other things, the total amount of federal funds exchanged to not exceed \$100,000,000 during each federal fiscal year.</p>	<p>Support</p>	<p>Support</p>
<p>SB 146 Beall</p>	<p>Introduced 1/18/2019</p>	<p>Assembly 2 year</p>	<p>Peninsula Rail Transit District. Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.</p>		
<p>SB 152 Beall</p>	<p>Amended 4/25/2019</p>	<p>Senate 2 year</p>	<p>Active Transportation Program. Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. This bill would require that 60% of available funds be awarded to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 25% to projects competitively awarded by the commission on a statewide basis.</p>	<p>Support (Sponsor)</p>	<p>Support</p>

<p>SB 182 Jackson</p>	<p>Amended 9/6/2019</p>	<p>Assembly 2 year</p>	<p>Local government: planning and zoning: wildfires. Current law requires the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after January 1, 2020, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.</p>		
<p>SB 235 Dodd</p>	<p>Enrollment 9/20/2019</p>	<p>Senate Enrolled</p>	<p>Planning and zoning: housing production report: regional housing need allocation. 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. The bill would require the Board of Supervisors of the County of Napa and the City Council of the City of Napa to each hold a public hearing to solicit public comment on the proposed agreement and to make specified written findings based on substantial evidence before approving the agreement. The bill would make conforming changes with respect to the production report required to be submitted to the department.</p>		
<p>SB 254 Hertzberg</p>	<p>Amended 4/1/2019</p>	<p>Senate Appropriations Suspense File</p>	<p>California Earthquake Authority. Current law authorizes the California Earthquake Authority, with the Treasurer as its agent, to issue and sell investment grade revenue bonds or issue or secure other debt financing, or both, in amounts up to \$1,000,000,000 plus specified costs, if claims and claim expenses paid following an earthquake event exhaust 4 specified sources of capital, including the CEA's available capital and all insurer capital contributions and assessments. This bill would, instead, limit the amount of the investment grade revenue bonds or other debt financing to an amount up to \$1,000,000,000 outstanding at any time, excluding those specified costs.</p>		<p>Support and Seek Amendments</p>

<p>SB 277 Beall</p>	<p>Enrollment 9/18/2019</p>	<p>Senate Enrolled</p>	<p>Road Maintenance and Rehabilitation Program: Local Partnership Program. Current law continuously appropriates \$200,000,000 annually from the Road Maintenance and Rehabilitation Account for allocation by the commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Current law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys. This bill would require the commission to annually deposit 85% of these funds into the Local Partnership Formula Subaccount, which the bill would create, and 15% of these funds into the Small Counties and Uniform Developer Fees Competitive Subaccount, which the bill would create.</p>	<p>Support</p>	
<p>SB 278 Beall</p>	<p>Amended 3/28/2019</p>	<p>Senate 2 year</p>	<p>Metropolitan Transportation Commission. The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region.</p>		

<p>SB 293 Skinner</p>	<p>Enrollment 9/6/2019</p>	<p>Senate Enrolled</p>	<p>Infrastructure financing districts: formation: issuance of bonds: City of Oakland. Would establish alternative procedures for the formation of an infrastructure financing district by the City of Oakland under these provisions. The bill would require the City Council of the City of Oakland to initiate proceedings for the formation of the district by adoption of a resolution of intention to establish the district that, among other things, directs the preparation of an infrastructure financing plan. The bill would require the infrastructure financing plan to include a provision for the division of taxes, but would prohibit the division of taxes with respect to nonconsenting affected taxing agencies and specified local educational agencies. The bill would require a district board, composed of specified members, to hold 3 noticed public hearings on the infrastructure financing plan and to conduct a protest proceeding, as provided. The bill would authorize the establishment of the district if fewer than 25% of the combined number of landowners and residents in the area file a protest to the infrastructure financing plan, or if between 25% and 50% of those landowners file such a protest and the infrastructure financing plan is submitted to the voters and approved. This bill contains other related provisions.</p>		
<p>SB 330 Skinner</p>	<p>Chaptered 10/9/2019</p>	<p>Senate Chaptered</p>	<p>Housing Crisis Act of 2019. The The Housing Accountability Act requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the record that specified conditions exist, and places the burden of proof on the local agency to that effect. The act requires a court to impose a fine on a local agency under certain circumstances and requires that the fine be at least \$10,000 per housing unit in the housing development project on the date the application was deemed complete. This bill would, until January 1, 2025, specify that an application is deemed complete for these purposes if a preliminary application was submitted, as specified.</p>	<p>Support</p>	
<p>SB 336 Dodd</p>	<p>Amended 4/29/2019</p>	<p>Assembly 2 year</p>	<p>Transportation: fully-automated transit vehicles. Would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.</p>		

<p>SB 358</p> <p>Committee on Transportation</p>	<p>Chaptered 10/8/2019</p>	<p>Senate Chaptered</p>	<p>Transportation. Before receiving an apportionment of funds under the Road Maintenance and Rehabilitation Program from the Controller in a fiscal year, current law requires a city or county to submit to the California Transportation Commission a list of projects proposed to be funded with these funds. In order to receive an allocation or apportionment of these funds, existing law requires the city or county to annually expend a certain minimum amount from its general fund for street, road, and highway purposes. Current law authorizes the Controller to perform audits to ensure compliance with this expenditure requirement and requires a city or county that has not complied with this expenditure requirement to reimburse the state the funds it received during the fiscal year it was not in compliance. This bill would require, for an eligible city or county that has not met its minimum expenditure requirement, as described above, the Controller to withhold from its apportionment for a fiscal year following an audit an amount up to the amount of funds that the city or county received during the fiscal year that was audited.</p>		
<p>SB 397</p> <p>Glazer</p>	<p>Chaptered 10/9/2019</p>	<p>Senate Chaptered</p>	<p>Public transit operators: passengers with pets: evacuation orders. Would require the Office of Emergency Services and the Department of Food and Agriculture, in consultation with public transit operators and county emergency management officials, 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. By creating new duties for public transit operators, the bill would impose a state-mandated local program.</p>		
<p>SB 526</p> <p>Allen</p>	<p>Amended 4/30/2019</p>	<p>Senate 2 year</p>	<p>Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities. Would require the State Air Resources 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.</p>		

<p>SB 529 Durazo</p>	<p>Amended 5/17/2019</p>	<p>Senate 2 year</p>	<p>Tenant associations: eviction for cause. Current law prohibits a lessor from retaliating against a lessee because the lessee has lawfully organized or participated in a lessees' association or an organization advocating lessees' rights, or has lawfully and peaceably exercised any rights under the law, by increasing rent, decreasing services, causing a lessee to quit involuntarily, bringing an action to recover possession, or from threatening to do any of those acts. A lessor who violates this latter provision is liable to the lessee for actual damages and, under certain circumstances, punitive damages. This bill would declare that tenants have the right to form, join, and participate in the activities of a tenant association, subject to any restrictions as may be imposed by law, or to refuse to join or participate in the activities of a tenant association.</p>		
<p>SB 592 Wiener</p>	<p>Amended 9/9/2019</p>	<p>Assembly Rules</p>	<p>Housing development: Housing Accountability Act: permit streamlining. The Housing Accountability Act (the HAA), among other things, requires a local agency that proposes to disapprove or impose specified conditions on a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, within the meaning of the Permit Streamlining Act, to make specified written findings based on a preponderance of the evidence in the record. This bill would additionally require a local agency to make those findings if it proposes to disapprove or impose specified conditions on a housing development project that is determined to be complete, as provided, and would make other related conforming changes.</p>		
<p>SB 621 Glazer</p>	<p>Amended 6/17/2019</p>	<p>Assembly 2 year</p>	<p>California Environmental Quality Act: expedited judicial review: affordable housing projects: reports. Would require the Judicial Council, by July 1, 2020, to adopt a rule of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification of an environmental impact report for an affordable housing project, as defined, or the granting of an approval of an affordable housing project that requires the action or proceeding, including any potential appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceeding with the court. The bill would provide that these provisions do not apply to an affordable housing project if it is in certain locations.</p>		

<p>SB 664 Allen</p>	<p>Amended 9/10/2019</p>	<p>Assembly 2 year</p>	<p>Electronic toll and transit fare collection systems. Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities.</p>	<p>Support</p>	
<p>SB 672 Hill</p>	<p>Amended 4/25/2019</p>	<p>Assembly 2 year</p>	<p>Planning and zoning: regional housing need allocation: City of Brisbane. Would, for the 5th and 6th cycle of the housing element planning period for the City of Brisbane, prohibit the Association of Bay Area Governments from allocating to the City of Brisbane a share of the regional housing need that exceeds the share allocated to the city for the current planning period if specified conditions apply. Among these conditions, the bill would require that the City of Brisbane has taken action during the current planning period to zone or rezone sites sufficient to accommodate 615% or more of its regional housing need allocation for the current planning period.</p>		
<p>SB 742 Allen</p>	<p>Chaptered 10/8/2019</p>	<p>Senate Chaptered</p>	<p>Intercity passenger rail services: motor carrier transportation of passengers. Would authorize the Department of Transportation to provide funding to certain joint powers authorities responsible for the administration of intercity passenger rail services for the purpose of entering into a contract with Amtrak or a public or private motor carrier of passengers for the intercity transportation of passengers by motor carrier over regular routes connecting to intercity rail service, as specified. The bill would authorize motor carrier connections funded pursuant to these provisions to transport passengers who are not connecting to a passenger rail service. The bill would require a joint powers authority that contracts for service pursuant to this authorization, in consultation with the department, to submit a report to the Legislature on or before January 1, 2023, relating to that service.</p>		

<p>SB 744 Caballero</p>	<p>Chaptered 9/26/2019</p>	<p>Senate Chaptered</p>	<p>Planning and zoning: California Environmental Quality Act: permanent supportive housing. CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law authorizes the court, upon the motion of a party, to award attorney’s fees to a prevailing party in an action that has resulted in the enforcement of an important right affecting the public interest if 3 conditions are met. This bill would specify that a decision of a public agency to seek funding from, or the department’s awarding of funds pursuant to, the No Place Like Home Program is not a project for purposes of CEQA.</p>		
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Federal Bills

United States House of Representatives					
Bill Number (Author)	Topic	Current Version	Status	Summary	Position
H. R. 109 (Ocasio-Cortez)	Green New Deal	2/12/19	House Energy & Commerce; Science, Space & Technology; Education & Labor; Transportation & Infrastructure; Agriculture; Natural Resources; Foreign Affairs; Financial Services; Judiciary; Ways & Means; and Oversight & Reform Committees	Recognizes the duty of the Federal Government to create a Green New Deal.	
H.R. 149 (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.	
H.R. 180 (Hastings)	Build America Act	1/3/19	House Transportation & Infrastructure Committee; 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.	
H.R. 228 (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.	

H.R. 330 (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.	
H.R. 731 (Malinowski)	Transportation Funding Fairness Act	2/7/19	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.	
H.R. 763 (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.	
H.R.876 (DeFazio)	Pacific Northwest Earthquake Preparedness Act	2/7/19	Senate Committee on Homeland Security and Governmental Affairs	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.	

H.R. 879 (Brownely)	Support Local Transportation Act	2/7/19	House Transportation & Infrastructure Committee	Increase the percentage of surface transportation block grant program funds to be allocated to certain urbanized areas from 55 percent to 65 percent by 2020	
H.R. 880 (Brownley)	Surface Transportation Investment Act of 2019	2/7/19	House Transportation & Infrastructure and Ways & Means Committees	Amends the Internal Revenue Code of 1986 to repeal loopholes for major integrated oil companies and directs savings to the surface transportation block grant program.	
H.R. 927 (Torres)	Sustainable Communities Act of 2019	2/7/19	House Financial Services and Transportation & Infrastructure Committees	Authorizes the Secretary of Housing and Urban Development, in conjunction with the Secretary of Transportation, to carry out a Sustainable Communities Initiative, and for other purposes.	
H.R. 1139 (Napolitano)	Transit Worker and Pedestrian Protection Act	2/12/19	House Transportation & Infrastructure Committee	Amends title 49, United States Code, to require the development of public transportation operations safety risk reduction programs, and for other purposes.	
H.R. 1517 (DeSaulnier)	Connecting Opportunities through Mobility Metrics and Unlocking Transportation Efficiencies Act	3/5/19	House Transportation & Infrastructure Committee	Requires the Secretary of Transportation to carry out a pilot program to develop and provide to States and transportation planning organizations accessibility data sets.	
H.R. 1545 (Walker)	Lessening Impediments From Taxes for Charities Act	3/5/19	House Ways & Means Committee	Amends the Internal Revenue Code to repeal the provision of the 2017 tax bill that newly taxed tax-exempt entities on the cost of providing certain fringe benefits to employees, including transit and parking benefits.	
H.R. 2164 (Brownley)	Green Bus Act of 2019	4/10/19	House Transportation & Infrastructure Committee	Increases federal funding for zero-emission buses and beginning in 2029 requires that any bus purchased for use in public transportation with funds provided by the Federal Transit Administration to be a zero-emission bus.	

H.R. 2864 (Blumenauer)	Rebuild America Act of 2019	5/21/19	House Ways & Means Committee	Increases the federal gas tax by 5 cents per gallon, indexed to inflation. Includes intent language that Congress should, by 2029, repeal and replace the gas tax with a more sustainable funding source.	
H.R. 3388 (DeSaulnier)	Moving and Fostering Innovation to Revolutionize Smarter Transportation Act	6/20/19	House Transportation & Infrastructure Committee	Establishes a Strengthening Mobility and Revolutionizing Transportation (SMART) Challenge Grant Program to promote technological innovation in our Nation's communities.	
H.R. 4217 (Katko)	State and Local Cybersecurity Improvement Act	8/30/19	House Homeland Security Committee	Amends the Homeland Security Act of 2002 to develop tools to help State and local governments establish or improve cybersecurity, among other purposes.	
H.R. 4307 (Peters)	Build More Housing Near Transit Act	9/12/19	House Transportation & Infrastructure Committee	Amends Capital Investment Grant requirements to include a consideration of a "commitment of local land use policies to accommodate affordable and market-rate housing development associated with the project."	

United States Senate

Bill Number (Author)	Topic	Current Version	Status	Summary	Position
S. 146 (Hoeven)	Move America Act of 2019	1/16/19	Senate Finance Committee	Amends the Internal Revenue Code of 1986 to provide for Move America bonds and Move America credits.	
S. 615 (Portman)	State Transportation Flexibility Act	2/28/19	Senate Environment & Public Works Committee	Devolves the federal highway transportation program down to the states.	
S. 654 (Baldwin)	Connecting Opportunities through Mobility Metrics and Unlocking Transportation	3/5/19	Senate Commerce, Science and Transportation Committee	Requires the Secretary of Transportation to carry out a pilot program to develop and provide to States and transportation planning organizations accessibility data sets.	

	Efficiencies Act				
S. 674 (Carper)	Clean Corridors Act of 2019	3/6/19	Senate Environment & Public Works Committee	Establishes a grant program for the installation of electric vehicle charging infrastructure and hydrogen fueling infrastructure along the National Highway System.	
S. 787 (Warren)	American Housing and Economic Mobility Act of 2019	3/13/19	Senate Finance Committee	Authorizes a number of new federal programs and amends existing programs to make housing more affordable. Includes increasing investments in the National Housing Trust Fund and Capital Magnet Fund, expanding the Community Reinvestment Act and creates a \$10 billion incentive program for local governments to eliminate certain land use restrictions. Funds new programs through increasing the federal estate tax.	
S. Res. 59 (Markey)	Green New Deal	2/7/19	Senate Environment & Public Works Committee	Recognizes the duty of the Federal Government to create a Green New Deal.	
S. 1098 (Cardin)	Transportation Alternatives Enhancement Act	4/9/19	Senate Environment & Public Works Committee	Increases suballocation of the federal funding for bicycle and pedestrian infrastructure (the “STP set-aside”) to 66 percent from 50 percent.	
S. 1909 (Gillibrand)	Resilient Highways Act of 2019	6/19/19	Senate Environment & Public Works Committee	Amends the Title 23 to expand the types of resiliency activities eligible to be funded under certain federal highway programs.	
S. 2302 (Barrasso)	America’s Transportation Infrastructure Act of 2019	7/29/19	Senate Environment & Public Works Committee	Reauthorizes federal highway programs and provides \$287 billion over five years for the authorized programs.	

California State Legislative Calendar 2019*

<p>January 1 Statutes take effect 7 Legislature reconvenes 10 Budget must be submitted by Governor (Art. IV, Sec. 12(a)) 21 Martin Luther King, Jr. Day 25 Last day to submit bill requests to the Office of Legislative Counsel</p>	<p>June 3 Committee meetings may resume 15 Budget Bill must be passed by midnight</p>
<p>February 18 Presidents' Day 22 Last day for bills to be introduced</p>	<p>July 4 Independence Day 10 Last day for policy committees to hear and report fiscal bills to fiscal committees 12 Last day for policy committees to hear and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed</p>
<p>March 29 Cesar Chavez Day</p>	<p>August 12 Legislature reconvenes from Summer Recess 30 Last day for fiscal committees to meet and report bills to the floor</p>
<p>April 11 Spring Recess begins upon adjournment 22 Legislature reconvenes from Spring recess 26 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house</p>	<p>September 2 Labor Day 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 6 Last day to amend on floor 13 Last day for any bill to be passed. Interim Recess begins upon adjournment</p>
<p>May 3 Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house 10 Last day for policy committees meet prior to June 3 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 27 Memorial Day 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</p>	<p>October 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</p>
	<p>November 6 General Election.</p>
	<p>December</p>
	<p>January 2020 1 Statutes take effect.</p>

Source: Senate & Assembly websites.

*Dates are subject to change.

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

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

Source: Senate & House of Representatives websites.

*Dates are subject to change.

California Local & Regional Government Association Bill Position Resources

League of California Cities (“the League”)

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

California State Association of Counties (CSAC)

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

California Association of Councils of Government (CALCOG)

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