

**Metropolitan Transportation Commission
Policy Advisory Council**

November 17, 2020

Agenda Item 9

2020 Legislative Outcomes

Subject: Overview of legislative outcomes in Sacramento and Washington, D.C. relative to our adopted 2020 Joint Advocacy Program.

Background: Policy Advisory Council Agenda Item 9, 2020 Legislative Outcomes, is attached. Staff will present a report highlighting what did, and more importantly, did not, get accomplished this year, relative to our state and federal advocacy program. This report was presented to the Joint MTC ABAG Legislation Committee on October 9, 2020.

Staff will be at your November 17 meeting to discuss this report.

Attachments: Agenda Item 3b from the October 9, 2020 Joint MTC ABAG Legislation Committee meeting.

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

October 9, 2020

Agenda Item 3b

2020 Legislative Scorecard

Subject: Comparison of MTC/ABAG 2020 Advocacy Program with legislative outcomes in the 2020 state and federal legislative sessions.

Overview: Due to the COVID-19 pandemic, the California Legislature significantly pared back the number of bills that were heard in committees and approved on the floor of each house. Moreover, in the final day of session, numerous bills that were expected to reach the Governor's desk did not meet the final deadline for passage. From housing to the environment to criminal justice reform, it was a disappointing legislative session on many fronts.

In Washington, D.C., Congress took significant action early in the pandemic to forestall the collapse of public transit agencies, providing the region \$1.3 billion in funds to backfill for lost transit fares and other tax revenue. These funds have been absolutely critical to maintaining public transit service for essential workers the past six months. As this memo was finalized, an additional COVID relief package was under discussion, with House leaders in strong support of including additional funding for public transit, as well as for local and state governments, but a huge divide remains between the House and Senate on the scale of additional COVID relief as well as the priorities for funding.

With regard to short term appropriations and reauthorization of the surface transportation program (the current authorization bill, the FAST Act expired on October 1, 2020), Congress approved a short-term extension of current funding levels for all federal programs through December 11 and a one-year extension of the FAST Act that included an appropriation of \$13.6 billion in funds to keep the program whole through the remainder of the federal fiscal year.

Discussion As noted in September, in the COVID-19 environment, staff recommended positions on only six bills this year, substantially fewer than normal. Of those, only two reached the Governor's desk and were both signed – SB 146 (Beall) and SB 288 (Wiener), described below:

- SB 146 (Beall) – authorizing virtual public outreach meetings and qualification of “pop up” meetings applicable to outreach requirements through 2022 (applicable for the duration of Plan Bay Area 2050).¹
- SB 288 (Wiener) – CEQA streamlining for sustainable transportation projects (including bicycle and pedestrian facilities and dedicated bus lanes) to accelerate such improvements and help with economic recovery (two-year sunset).

¹ Due to time constraints, this bill was approved for a support position using both agencies' urgency procedures and will be placed on the September agenda of the Commission and ABAG Executive Board for ratification of those positions.

The 2020 Legislative Scorecard, which compares our advocacy program with outcomes in Sacramento and Washington D.C. to date, is attached for your reference along with a matrix describing the final outcome on some of the major housing bills we have tracked this year.

Attachments: Attachment A: 2020 Legislative Scorecard
Attachment B: Housing Bills



Therese W. McMillan



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Legislative Scorecard: Comparison of 2020 Advocacy Program to Legislative Outcomes



Association of
Bay Area Governments

State Advocacy Goals and Proposals

1. **Housing:** Improve access to opportunity by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities.

A. Increase funding available for affordable housing and other supportive infrastructure while also reducing the cost of housing production

Staff brought several production-related housing bills focused on allowing modest upzoning in residential areas to MTC and ABAG for support this year, but none of them reached the Governor's desk. These included SB 902 (Wiener) and AB 3040 (Chiu).

Due to the significant budget shortfall arising from COVID-19, there was little opportunity for additional affordable housing funding beyond the distribution of federal CARES Act funds to specified purposes, including emergency rent assistance and homeless services.

While numerous bills were introduced aimed at reducing housing mitigation fees as a strategy to lower the cost of housing, none advanced to the Governor's desk. With regard to protection-related measures, fortunately, in the last few days of session the Legislature reached agreement on a bill, AB 3088 (Chiu), to provide protection against eviction for tenants and small landlords for non-payment of rent through January 2021.

B. Support upzoning near public transit and jobs-rich areas with reasonable levels of flexibility

The most notable bill aimed at upzoning near public transit and jobs-rich areas, SB 50 (Wiener), failed passage the Senate floor in January after over a year of negotiations and significant amendments incorporated to address concerns about the original version of the bill taking a "one size fits all" approach. Other upzoning proposals included in the Senate's "housing package" proposed by Senate Pro Tempore Toni Atkins were de-coupled from transit but nonetheless failed passage, including SB 1120 (Atkins) and SB 1385 (Caballero).

2. Transportation Funding: Support implementation of Plan Bay Area 2050 by protecting and increasing funding for all modes of transportation.	
A. Regional transportation revenue ballot measure	Due to the economic fallout from COVID-19, the key advocates behind a Bay Area transportation revenue measure determined 2020 was not the year to pursue a measure and Senator Beall chose not to continue to pursue a bill this year. Nonetheless, the work of stakeholders from the FASTER Bay Area Coalition and Voices for Public Transportation and the discussions that took place at the Commission workshop in January 2020 set a strong foundation for future discussions on regional measure authorizing.
B. Zero-emission bus mandate	No progress on securing additional funding for this requirement in 2020, but the Governor’s Executive Order N-79-20 regarding decarbonizing the transportation sector offers a promising opening to secure support from the Newsom Administration for state funding to help bus operators pay for the transition of their bus fleet to zero-emission.
C. Equitable access to transportation	This item sought support for broadening eligibility requirements in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users. Due to COVID-19 and the economic fallout there were no opportunities for additional transportation funds for this purpose in 2020.
D. Regional trails and bicycle/pedestrian funding	Due to COVID-19 and the economic and legislative fallout, efforts to pursue a statewide park bond fizzled in 2020. While there were not state funding opportunities for regional trails and bicycle and pedestrian improvements, MTC endorsed SB 288 (Wiener) to provide exemption from CEQA for two years for bicycle and pedestrian improvements.

<p>3. Public Transit: Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option.</p>	
<p>A. Transportation Development Act (TDA) performance standards update</p>	<p>Staff worked extensively with the California Transit Association in its efforts to update California’s current TDA (Transportation Development Act) eligibility requirements. However, ultimately the effort did not advance in 2020 due to a lack of consensus on the best way to move beyond a limited accountability system focused on achievement of specified “farebox ratios” and the subject falling off the priority list among legislators due to the COVID-19 pandemic.</p>
<p>B. Seamless Mobility</p>	<p>Assemblymember Chiu introduced AB 2057 in 2020, an ambitious bill championed by Seamless Bay Area and SPUR to establish a task force to look at a variety of strategies for delivering a more integrated effective public transit system. While the bill did not advance, many of its ideas are now being taken up by the Blue-Ribbon Transit Recovery Task Force established by MTC in the wake of the devastating loss of ridership and revenue as a result of the COVID-19 pandemic. The task force plans to adopt a Transformation Action Plan by summer 2021 and is currently evaluating the scope of that effort to determine what aspects of AB 2057 will be incorporated.</p>
<p>4. Project Delivery: Support strategies to speed up the delivery of transportation <i>and housing</i> projects with the goal of delivering improvements faster and at a lower cost.</p>	
<p>A. Flexibility in Contracting & Public-Private Partnerships</p>	<p>No legislation was introduced on this topic in 2020.</p>
<p>B. California Environmental Quality Act (CEQA)</p>	<p>Staff brought several CEQA streamlining goals forward for support by MTC and ABAG in 2020, with the goal of accelerating transportation and housing development projects. SB 995 (Atkins), supported by MTC and ABAG, would have provided accelerated judicial review under CEQA to housing projects that dedicate at least 15 percent of the units to lower-income households, are consistent with a region’s sustainable communities strategy, and meet specified</p>

	labor requirements. The measure failed to reach the Governor’s desk. SB 288 (Wiener), supported by MTC, provides a two-year CEQA exemption for specified sustainable transportation projects. The measure was signed by the Governor on September 28, 2020.
<p>5. Congestion Relief: Support policies aimed at reducing vehicle miles traveled and associated traffic congestion, including, but not limited to, pricing strategies and employer-based programs to help reduce the share of commuting by single-occupant vehicles. Keep equity impacts in mind when evaluating any such pricing strategies.</p> <p>The FASTER Bay Area proposal was largely consistent with this goal and proposed a significant strengthening of the region’s employer-based commuter benefit program with a minimum monthly sustainable transportation subsidy for large employers ranging from \$20-\$35/month depending on the size of employer. The proposal also included a sales tax fairness credit for households with incomes under \$50,000, the same eligibility threshold applicable to California’s Earned Income Tax Credit with an average credit of \$150 per year, indexed to inflation.</p>	
<p>6. System Effectiveness: Advocate for policies that improve the Bay Area transportation system’s effectiveness and service delivery, including improved enforcement, minimization of fraud and litigation, and protection of user’s privacy. Ensure agencies can communicate with their customers to provide relevant transportation-related information and quality service while following industry best practices with regard to enabling customers to opt-in to receive non-essential communications.</p>	
A. Improve toll collection & enforcement	<p>Unfortunately, due to the social distancing requirements related to COVID-19 and the directive to limit bills to those that were COVID-related or urgent negotiations with various parties in pursuit of SB 664 (Allen) reached a stalemate in spring 2020 when it became clear that legislative staff critical to the measure’s passage did not support its progress this year.</p> <p>In response to numerous lawsuits, the bill was intended to shore up toll agencies’ ability to share information about toll transactions necessary for the seamless collection of tolls and toll penalties, while retaining current privacy protections for customers.</p>
B. Reduce credit card fraud at Clipper® vending machines	<p>The California Transit Association explored sponsoring a bill on this topic to make clear that agencies may request a customer’s zip code to verify a credit card transaction, but Legislative Counsel indicated such clarification was not necessary as public agencies are not prohibited from doing so already.</p>

C. Improve HOV and Express Lanes Performance	No legislation was proposed on this matter in 2020. MTC staff continued to make progress on pilot projects to test the effectiveness of automated occupancy detection technology.
<p>7. Mobility on Demand: Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies with the goal of accelerating their safety, accessibility, mobility, environmental, equity, economic and workforce benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle trips. Advocate for increased access to critical travel pattern data by local, regional and state agencies for transportation and land use planning and operational purposes while ensuring privacy is protected.</p> <p>No legislation advanced this year related to data sharing of shared mobility providers. A version of AB 1286 (Muratsuchi) that would have prohibited liability waivers for micromobility providers was amended, preventing a potential collapse of Bay Wheels, the region's bikeshare program due to the insurance industry being unwilling to provide coverage.</p>	
<p>8. Climate Change, Energy Efficiency & Resilience: Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area's resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire.</p>	
A. SB 375 implementation and reform	MTC and ABAG supported SB 146 (Beall) authorizing non-traditional public engagement strategies, including digital engagement, to satisfy the state's SB 375 public outreach requirements for the next two years. The bill was signed by Governor Newsom. While no major overhauls were proposed of SB 375 this year, there is significant interest in the climate advocacy community in more wholesale reforms of SB 375, which we expect to emerge next year.
B. State Route 37 improvements	SB 1408 (Dodd) was introduced authorizing tolling on SR 37 to provide funding to support both interim congestion relief improvements as well as ultimate replacement of the structure with bridge resilient to long-term sea level rise. The bill did not receive a hearing due to COVID-19, but significant progress was made on developing draft legislative language for a future bill among the stakeholders, including MTC, the North Bay county transportation agencies and environmental organizations active in the restoration of the corridor.

C. Increase the Bay Area's preparedness for a major earthquake	Unfortunately, no bills related to on seismic resilience advanced this year. SB 254 (Hertzberg), a two-year bill supported by ABAG in 2019 that could have created an ongoing funding source for multifamily and single-family residential seismic retrofits was amended to an unrelated topic in mid-2020.
D. Wildfire mitigation	SB 182 (Jackson) was passed by the Legislature requiring incorporation of wildfire risk into the Regional Housing Needs Allocation process and updates to local general plans (housing or safety elements, whichever comes first). The bill was vetoed by Governor Newsom on the grounds that the bill would have created loopholes for regions to not comply with their housing requirements and resulted in increased sprawl as well as higher cost burdens on the state. The veto message can be found here .
E. Climate adaptation	While 2020 began with numerous state bond proposals for climate adaptation, the impact of COVID-19 on the state's fiscal condition stalled such efforts. AB 2621 (Mullin) was introduced to establish a framework for regional climate adaptation planning. MTC/ABAG sought amendments which were incorporated into the final version of the bill to ensure that regional climate adaptation planning would be focused at the nine-county level and establishing a key role for MTC/ABAG in future climate adaptation efforts, but the bill died in the Senate Appropriations Committee.
F. Support California's Climate Leadership	Governor Newsom's Executive Order N-79-20 on Climate Change marks a significant new step on the path to decarbonize the transportation sector, with a zero-emission vehicle mandate for the sale of new vehicles in California after 2035.
9. Safety: Improve roadway and rail safety for all users	
A. Zero traffic fatalities goal	Work with regional and statewide partners, including participants of the Zero Traffic Fatalities Task Force, to monitor and support legislation aimed at achieving the Vision Zero goals of no roadway-related deaths or serious injuries by improving safety for all road users, including non-motorists.

B. Passenger rail safety	No state legislation was introduced related to rail safety.
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Federal Advocacy Goals and Proposals

1. **Reauthorization:** Engage in national deliberations prioritizing the funding and policy framework for the next surface transportation bill

	In 2020, the House of Representatives passed H.R 2, providing for the reauthorization of the surface transportation program at a 62 percent higher funding level overall, including a 42 percent increase in the highway program and a 72 percent increase in the transit program. The bill includes numerous MTC priorities, including increased eligibility to invest in climate adaptation within the existing programs as well as increased funding for metropolitan areas, are incorporated into the bill. On September 30 th , President Trump signed a continuing resolution that extended the FAST Act until October 2021 and included a transfer of \$13.6 billion in funds to maintain the Highway Trust Fund's solvency.
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2. **Appropriations:** Support robust transportation and housing funding

A. Programmatic appropriations	Congress has maintained funding levels for the core housing and transportation programs this year.
B. Advocate for discretionary grant awards, including Capital Investment Grant funding for Resolution 3434/ <i>Plan Bay Area</i> Projects	In September 2020, the Federal Transit Administration finalized a \$1.2 billion full funding grant agreement with BART for the Core Capacity Project , which includes four elements: additional new rail cars, a communications-based train control system, a new upgraded traction power system and additional train storage. This is a huge win for the Bay Area.
C. Housing tax credits	Congress has maintained funding for the Low-Income Housing Tax Credit Program, the nation's largest source of federal affordable housing funds.

3. Transportation Innovation: Support policies that enable technological innovations to improve mobility, including mobility on demand, while protecting the public's interest.

H.R. 2, the House-passed surface transportation reauthorization bill, includes a number of provisions supportive of technology and the development of autonomous vehicles, more than doubling funding for the Innovation and Technology Deployment Program to \$152 million/year. With respect to automated vehicles (AVs), the bill establishes a national clearinghouse to research the impacts of highly AVs as well as mobility on demand and mobility as a service on land use, urban design, social equity and other items. The bill requires a study of how AVs will interact with general road users, including bicyclists and pedestrians. Additionally, in late September, Representatives Latta and Walden introduced the SELF Drive Act, likely to be reintroduced in the next Congress.

A key technology-related concern has been the maintenance of the 5.9 GHz spectrum for transportation and vehicle safety-related communications necessary for vehicle-to-vehicle and vehicle-to-infrastructure communications so critical for the safe deployment of AVs. In early 2020, the Federal Communications Commission (FCC) proposed regulations that would have reallocated the lower 45 MHz band segment of the 5.9 GHz which is currently reserved for transportation and vehicle safety-related communications and other intelligent transportation system (ITS) applications, and reallocate them for other uses, including internet access. ITS America, of which MTC is a member, submitted formal comments in opposition to ensure that the entirety of the 5.9 GHz band is retained for the development and testing of new transportation safety systems, technologies, and services. Over 85 percent of comments submitted opposed the FCC proposal. The rulemaking process is ongoing.

4. Climate Protection and Air Quality: Advocate for a strong federal partner in the Bay Area's efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate. Support legislation to increase the health and resiliency of the San Francisco Bay—including H.R. 1132 (Speier) which would target resources to bay conservation and restoration—as well as programmatic flexibility to invest federal transportation funds in resiliency improvements that deliver co-benefits. Defend against rollbacks of California's air quality and climate change laws and regulations, such as fuel efficiency standards and Cap and Trade programs.

H.R. 1132 passed the House in February 2020 authorizing \$25 million per year for restoration of San Francisco Bay. There was no further activity on the bill once it reached the Senate.

5. Access to Health Care: Support efforts to increase federal funding and eligibility from non-transportation sources to improve access to health care services.

There was no progress on providing additional federal funding from non-transportation sources to improve access to health care in 2020.

State Housing Bills – Status Update

Bill Number	Topic	Summary	Still Active?
PROTECTION & PRESERVATION			
AB 828 (Ting)	Tenant & homeowner protections	Eviction and foreclosure moratorium during COVID-19 emergency; extends until 15 days after state of emergency terminated	No
AB 1436 (Chiu)	Tenant & homeowner protections	Eviction and foreclosure moratorium during COVID-19 emergency; extends through April 1, 2021 or 90 days after the termination of the state of emergency, whichever is earlier. Requires deferred rents and mortgage payments to be ultimately be repaid.	No
AB 2690 (Low)	Tenant protections	Repeals exemption from rent stabilization or rent control applicable to mobilehome units rented after January 1, 1990	No
AB 3088 (Chiu)	Tenant protections	Establishes a moratorium on evictions for non-payment of rent through January 31, 2021 due to COVID-19 financial hardship and provides some limited protections against foreclosures to small landlords under the Homeowners Bill of Rights. Permits landlords to sue tenants for unpaid rental date beginning March 1, 2021. Makes various technical changes to AB 1482 (Chiu, 2019).	Enacted
SB 1419 (Caballero)	Tenant & homeowner protections	Tax credit for landlords that enter into a tenant-owner COVID-19 eviction relief agreement to defer rent payments.	No
PRODUCTION			
AB 69 (Ting)	Accessory dwelling units (ADUs) – Financing	Requires the Treasures to develop the Help Homeowners Add New Housing Program to assist homeowners in qualifying for loans to construct additional housing units on their property, including ADUs and junior ADUs.	No, vetoed
AB 168 (Aguiar-Curry)	Housing Approval process related to tribal resources—SB 35 Update	Requires local governments, California Native American tribes, and development proponents to engage in a scoping consultation process before a development proponent may submit an application for streamlined approval pursuant to SB 35 (Wiener, 2017). Requires development proponents of an SB 35 streamlined approval to submit a notice of intent to submit an application for streamlined approval and requires the local jurisdiction to notify each tribe that is affiliated with the area within 30 days.	Enacted

AB 434 (Daly)	Affordable Housing Financing Programs	Makes various changes to streamline eligibility and criteria for state housing funding programs.	Enacted
AB 725 (Wicks)	Missing middle housing	Requires that at least 25 percent of each metropolitan jurisdiction's share of moderate-income and above moderate-income regional housing need be allocated to sites zoned to allow at least four units of housing and, for moderate income RHNA sites, not more than 100 units per acre.	Enacted
AB 831 (Grayson)	Housing Approval process – SB 35 Updates	Revises the process for development projects approved by the streamlined, ministerial process created by SB 35 (Wiener, 2017). Clarifies an allowable level of changes to be made to the initial design of a project before a new application is required and makes clear that off-site improvement permit requests cannot be used to block a project. Clarifies that the 2/3 residential requirement in SB 35 applies to the project, not the project's site or its zoning.	Enacted
AB 953 (Ting)	Accessory dwelling units (ADUs)	Deems a completed ADU or junior ADU (JADU) application approved if, within 60 days of having received a completed ADU or JADU application, the local government has not acted on the application	No
AB 1279 (Bloom)	Streamlining multifamily housing development	Provides for by-right approval of certain multifamily housing developments in “high opportunity areas,” as designated by the department of Housing and Community Development. Housing projects must meet minimum affordability, density, and site requirements.	No
AB 1851 (Wicks)	Religious institution-affiliated housing developments	Prohibits a local agency from requiring replacement of parking spaces for religious use that a religious institution-affiliated housing project proposes to eliminate as part of that housing project; limits the number of parking spaces a developer can request to eliminate for a religious institution housing project at 50 percent of the existing parking spaces.	Enacted
AB 2345 (Gonzalez)	Density bonus expansion	Amends density bonus law to allow developers to receive a maximum of six concessions—up from four—per project, revises affordability requirements, and decreases maximum allowable parking ratios a locality may require for certain developments receiving density bonuses, among other provisions.	Enacted
AB 3040 (Chiu)	Missing middle housing	Creates certainty that local governments choosing to densify sites with existing single-family homes will receive RHNA credit for the upzoning in housing element site inventories; for every single family site upzoned (or planned to be upzoned) to allow four units by-right, HCD would be required to provide a minimum credit of 0.1 units toward accommodating a local government's moderate-income or above moderate-income housing need, subject to certain conditions. Retains HCD discretion to provide additional credits.	No

AB 3107 (Bloom)	Housing development in underutilized commercial corridors	Authorizes housing as an “allowable use” on certain commercially-zoned land (infill sites not adjacent to industrial uses) if the housing development reserves at least 20% of the units to be affordable for low-income households, among other conditions. Provides that local governments are only subject to these provisions until 6 th cycle Housing Element rezonings are completed.	No
SB 182 (Jackson)	Reducing development in high fire risk areas	Revises regional housing needs allocation (RHNA) requirements to 1) add a sixth RHNA objective related to promoting resilient communities and 2) require consideration of wildfire risk as a factor in developing the RHNA methodology; expands local government fire hazard planning responsibilities.	No – vetoed
SB 899 (Wiener)	Affordable housing development	Provides that 100% affordable housing projects meeting certain height, density, site, and prevailing wage conditions are a use by-right—regardless of existing local zoning—on land owned by religious institutions or nonprofit colleges.	No
SB 902 (Wiener)*	CEQA streamlining (zoning)	Authorize local governments, at their discretion, to pass a CEQA-exempt ordinance to upzone sites near transit and jobs—as defined by the bill—to allow for up to 10 units per parcel.	No
SB 995 (Atkins)	CEQA streamlining (housing projects-judicial review)	Extends until 2025 and expands existing authorization for CEQA judicial review streamlining to include a new affordable housing category for housing projects that dedicate at least 15 percent of the units to lower-income households, that satisfy specified labor requirements (including that the project be constructed with a skilled and trained workforce) and are consistent with a region’s sustainable communities strategy.	No
SB 1085 (Skinner)	Missing middle housing (density bonus)	Creates a new density bonus category for moderate income rental housing: projects with 20 percent of the proposed units reserved for moderate income households would receive a 35 percent density bonus. Revises qualifications for Density Bonus Law incentives and concessions.	No
SB 1120 (Atkins)	Missing middle housing	Encourages small-scale neighborhood development by streamlining the process (i.e. requires ministerial approval) of building a duplex or subdivide an existing lot in all residential areas. Projects would be need to conform to local zoning and design standards, historic districts, environmental quality and tenant protection requirements. Short term rentals would not be eligible for ministerial approval.	No
SB 1385 (Caballero)	Housing development in underutilized commercial corridors	Allows residential development in areas zoned for retail commercial or office use; requires housing developments allowed under the bill meet or exceed densities deemed appropriate to accommodate low income housing	No

		(ranges from 10 to 30 units/acre, depending on the jurisdiction) and compliance with local zoning (including parking, design ordinances, etc.) and approval processes for housing projects in a zone with the applicable density. Prohibits short term rentals of units created pursuant to the bill.	
HOMELESSNESS			
AB 1845 (Rivas)	Office to End Homelessness	Establishes the Office (Office) to End Homelessness within Governor's Office, led by a Secretary on Housing Insecurity and Homelessness. Such office will have the authority to coordinate the work of various state departments. Shifts staff for the Homeless Coordinating and Financing Council to the new Office.	No – vetoed
AB 2405 (Burke)	Right to housing	Establishes that it is the policy of the state that all individuals in California have a right to housing (with a focus on Housing First homelessness prevention), effective January 1, 2026 and requires that state and local agencies consider the policy when implementing programs and policies related to homelessness prevention and affordable housing.	No – vetoed
AB 2553 (Ting)	Emergency homeless shelters	Expands the Shelter Crisis Act to all cities and counties statewide allowing homeless individuals to occupy public facilities designated as emergency housing for the duration of the crisis. Incorporates safe parking sites into the definition of “homeless shelter.”	Enacted
AB 3269 (Chiu)	Statewide homelessness plan	Requires that the state Homelessness Coordinating and Financing Council conduct a statewide homelessness needs and gaps analysis, subject to funding availability and/or technical assistance availability from the U.S. Department of Housing and Urban Development. The bill also requires HCD to work with local governments to develop homelessness reduction benchmark goals and requires that local governments submit to HCD no later than January 1, 2022 a county-level plan for meeting specified benchmarks.	No
SB 1138 (Wiener)	Emergency Shelters: Rezoning of Sites	Makes changes to housing element law with regards to where shelters may be zoned and requires localities that fail to adopt a legally compliant housing element within 120 days of the statutory deadline, to complete a rezone program within one year instead of the current three-year requirement.	No

*Note: Bills listed in **bold** were part of the Senate Leadership’s housing package