



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 43 Friedman	Amended 3/22/2021	Senate Rules	Traffic safety. Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Current law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law. The bill would also allow local authorities to consider additional factors, including the current or immediately prior speed limit, as specified.	Support	Support
AB 67 Petrie-Norris	Amended 4/5/2021	Assembly Appropriations Suspense File	Sea level rise: working group: economic analysis. Would require a state agency to take into account the current and future impacts of sea level rise based on projections provided by the Ocean Protection Council when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone, within the jurisdiction of the San Francisco Bay Conservation and Development Commission, or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds, including, but not limited to, bonds, grants, and loans, for those purposes. The bill would provide that new or expanded infrastructure built pursuant to the above-described provision shall only qualify for state funds if the project is not anticipated to be vulnerable to sea level rise risks during the life of that project.		

<p>AB 68 Salas</p>	<p>Amended 4/20/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Department of Housing and Community Development: California Statewide Housing Plan: annual reports. Current law establishes the California Statewide Housing Plan, which serves as a state housing plan for all relevant purposes, that incorporates a statement of housing goals, policies, and objectives, as well as specified segments. Current law requires the Department of Housing and Community Development to update and provide a revision of the plan to the Legislature every 4 years, as provided. This bill would revise and recast those provisions related to the California Statewide Housing Plan. The bill would, starting with any update or revision to the plan on or after January 1, 2023, require the plan to include specified information, including, among other things, an inventory number of affordable units needed to meet the state’s affordable housing needs and an identification of strategies to help individuals experiencing homelessness.</p>		
<p>AB 71 Rivas, Luz</p>	<p>Amended 5/4/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Homelessness funding: Bring California Home Act. The Personal Income Tax Law, in conformity with federal income tax law, generally defines gross income as income from whatever source derived, except as specifically excluded, and provides various exclusions from gross income. Current federal law, for purposes of determining a taxpayer’s gross income for federal income taxation, requires that a person who is a United States shareholder of any controlled foreign corporation to include in their gross income the global intangible low-taxed income for that taxable year, as provided. This bill, for taxable years beginning on or after January 1, 2022, would include a taxpayer’s global intangible low-taxed income in their gross income for purposes of the Personal Income Tax Law, in modified conformity with the above-described federal provisions.</p>		
<p>AB 113 Boerner Horvath</p>	<p>Amended 4/7/2021</p>	<p>Assembly Housing and Community Development</p>	<p>Income taxes: credits: electric vehicles. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2021, and before January 1, 2026, in an amount equal to 40% of the amount paid or incurred in qualified costs by a qualified taxpayer during the taxable year for the installation of specified electric vehicle supply equipment in a covered multifamily dwelling or covered nonresidential building, subject to specified maximum credit amounts. The bill would define various terms for these purposes. The bill would repeal these provisions as of December 1, 2026.</p>		

<p>AB 117 Boerner Horvath</p>	<p>Amended 3/24/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Air Quality Improvement Program: electric bicycles. Would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the Air Quality Improvement Program. The bill would require the State Air Resources Board, by July 1, 2022, to establish and implement and administer, until January 1, 2028, the Electric Bicycle Incentive Pilot Project to provide incentive for purchases of electric bicycles. The bill would require the state board to submit to the Legislature a midcycle evaluation of the pilot project by July 1, 2025, and an end-of-program evaluation of the pilot project by January 1, 2028. The bill would repeal the pilot project as of January 1, 2029.</p>		
<p>AB 118 Kamlager</p>	<p>Introduced 12/18/2020</p>	<p>Assembly Appropriations Suspense File</p>	<p>Emergency services: community response: grant program. Would, until January 1, 2026, enact the Community Response Initiative to Strengthen Emergency Systems Act or the C.R.I.S.E.S. Act for the purpose of creating, implementing, and evaluating the 3-year C.R.I.S.E.S. Grant Pilot Program, which the act would establish. The bill would require the office to establish rules and regulations for the program with the goal of making grants to community organizations, over 3 years, for the purpose of expanding the participation of community organizations in emergency response for specified vulnerable populations. The bill would require that grantees receive a minimum award of \$250,000 per year. The bill would require a community organization receiving funds pursuant to the program to use the grant to stimulate and support involvement in emergency response activities that do not require a law enforcement officer, as specified. The bill would require the Director of Emergency Services (director) to assemble staff and resources to carry out certain duties in support of the program.</p>		
<p>AB 122 Boerner Horvath</p>	<p>Amended 3/24/2021</p>	<p>Senate Transportation</p>	<p>Vehicles: required stops: bicycles. Would, until January 1, 2028, require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and continue to yield the right-of-way to those vehicles until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection.</p>		

<p>AB 215 Chiu</p>	<p>Amended 4/5/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Housing element: regional housing need: relative progress determination. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with specified provisions of that law. This bill, starting with the 6th housing element revision, would require the department to determine the relative progress toward meeting regional housing needs of each jurisdiction, council of governments, and subregion, as specified. The bill would require the department to make this determination based on the information contained in the annual reports submitted by each jurisdiction, as specified.</p>		
<p>AB 267 Valladares</p>	<p>Amended 3/16/2021</p>	<p>Senate Natural Resources and Water</p>	<p>California Environmental Quality Act: exemption: prescribed fire, thinning, and fuel reduction projects. Current law, until January 1, 2023, exempts from the requirements of CEQA prescribed fire, thinning, or fuel reduction projects undertaken on federal lands to reduce the risk of high-severity wildfire that have been reviewed under the federal National Environmental Policy Act of 1969, as provided. Current law requires the Department of Forestry and Fire Protection, beginning December 31, 2019, and annually thereafter until January 1, 2023, to report to the relevant policy committees of the Legislature the number of times the exemption was used. This bill would extend the exemption from CEQA and the requirement on the department to report to the relevant policy committees of the Legislature to January 1, 2026.</p>		
<p>AB 339 Lee</p>	<p>Amended 5/4/2021</p>	<p>Assembly Appropriations</p>	<p>Local government: open and public meetings. Would, until December 31, 2023, require all open and public meetings of a city council or a county board of supervisors that governs a jurisdiction containing least 250,000 people to include an opportunity for members of the public to attend via a telephonic option or an internet-based service option. The bill would require all open and public meetings to include an in-person public comment opportunity, except in specified circumstances during a declared state or local emergency. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation in person and remotely via a telephonic or an internet-based service option, as provided.</p>		

<p>AB 345 Quirk-Silva</p>	<p>Amended 3/9/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Accessory dwelling units: separate conveyance. 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 a local agency that has not adopted an ordinance to ministerially approve an application for an accessory dwelling unit, and sets forth required ordinance standards, including that the ordinance prohibit the sale or conveyance of the accessory dwelling unit separately from the primary residence. Current law, notwithstanding the prohibition described above, authorizes a local agency to, by ordinance, allow an accessory dwelling unit to be sold or conveyed separately from the primary residence to a qualified buyer if certain conditions are met. This bill would require each local agency to allow an accessory dwelling unit to be sold or conveyed separately from the primary residence to a qualified buyer if the above-described conditions are met.</p>		
<p>AB 363 Medina</p>	<p>Amended 4/12/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Carl Moyer Memorial Air Quality Standards Attainment Program. Current law requires the State Air Resources Board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP). The VIP guidelines allow for the early retirement of existing on-road heavy-duty vehicles, allowing these high-polluting vehicles to be replaced with newer, lower emission vehicles. The VIP guidelines further describe the minimum criteria and requirements for eligibility in the VIP, including, but not limited to, limiting the fleet size and vehicle weight class of eligible vehicles, excluding from program eligibility vehicles subject to the solid waste collection vehicle rule and the fleet rule for transit agencies, and prohibiting the leasing of replacement vehicles. This bill would require the state board, by July 1, 2022, to revise the program guidelines to provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as defined.</p>		

<p>AB 371 Jones-Sawyer</p>	<p>Amended 4/29/2021</p>	<p>Assembly Third Reading</p>	<p>Shared mobility devices: insurance and tracking. Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity.</p>		
<p>AB 411 Irwin</p>	<p>Amended 3/1/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Veterans Housing and Homeless Prevention Bond Act of 2022. Would enact the Veterans Housing and Homeless Prevention Bond Act of 2022 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the VHHPA. The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act.</p>		
<p>AB 418 Valladares</p>	<p>Amended 4/19/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Emergency services: grant program. Would establish the Community Power Resiliency Program (program), to be administered by the Office of Emergency Services, to support local governments' efforts to improve resiliency in response to power outage events, as provided. The bill would authorize the office to allocate specified sums, pursuant to an appropriation by the Legislature, to local governments, special districts, and tribes for various purposes relating to power resiliency, and would require certain entities, in order to be eligible for funding, to either describe the portion of their emergency plan that includes power outages or confirm that power outages will be included when the entity revises any portion of their emergency plan.</p>		
<p>AB 428 Mayes</p>	<p>Amended 3/18/2021</p>	<p>Assembly Third Reading</p>	<p>Local government: board of supervisors. Current law requires each county to have a board of supervisors and provides for the organization and powers of the board of supervisors. Current law allows the board of supervisors of any general law or charter county to adopt or the residents of the county to propose, by initiative, limit or repeal a limit on the number of terms a member of the board of supervisors may serve on the board of supervisors. Current law also requires the board of supervisors to prescribe the compensation for all county officers. This bill would require that, when term limits are imposed, the limit must be no fewer than 2 terms. This bill would specify that the board of supervisors is included in the definition of county officers for whom the board of supervisors is required to prescribe compensation.</p>		

<p>AB 455 Bonta</p>	<p>Amended 3/25/2021</p>	<p>Assembly Appropriations</p>	<p>San Francisco-Oakland Bay Bridge: transit-only traffic lanes. Under current law, the San Francisco-Oakland Bay Bridge is part of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles, and may authorize or permit the exclusive or preferential use of designated lanes on existing highways that are part of the state highway system. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.</p>	<p>Support and Seek Amendment</p>	
<p>AB 491 Gonzalez, Lorena</p>	<p>Amended 5/4/2021</p>	<p>Assembly Consent Calendar</p>	<p>Housing: affordable and market rate units. would require that a mixed-income multifamily structure provide the same access to the common entrances, common areas, and amenities of the structure to occupants of the affordable housing units in the structure as is provided to occupants of the market-rate housing units. The bill would also prohibit a mixed-income multifamily structure from isolating the affordable housing units within the structure to a specific floor or an area on a specific floor. The bill would define various terms for these purposes.</p>		
<p>AB 525 Chiu</p>	<p>Amended 4/26/2021</p>	<p>Assembly Appropriations</p>	<p>Energy: offshore wind generation. Current law requires the PUC and the Energy Commission to undertake various actions in furtherance of meeting the state's clean energy and pollution reduction objectives. This bill would require the Energy Commission, on or before March 1, 2022, to evaluate and quantify the maximum feasible capacity of offshore wind to achieve reliability, ratepayer, employment, and decarbonization benefits and to establish offshore wind planning goals for 2030 and 2045, as specified.</p>		
<p>AB 550 Chiu</p>	<p>Amended 4/29/2021</p>	<p>Assembly Appropriations</p>	<p>Vehicles: Speed Safety System Pilot Program. Would authorize, until January 1, 2027, the Cities of Los Angeles, Oakland, San Jose, one city in southern California, and the City and County of San Francisco to establish the Speed Safety System Pilot Program for speed limit enforcement in certain areas, if the system meets specified requirements, including that the presence of a fixed or mobile system is clearly identified. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.</p>	<p>Support</p>	<p>Support</p>

<p>AB 561 Ting</p>	<p>Amended 4/6/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Help Homeowners Add New Housing Program: accessory dwelling unit financing. Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would authorize the Treasurer, within 6 months of the effective date of these provisions, to develop the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the development of the program, authorize the Treasurer to consult with the California Housing Financing Agency, the Department of Housing and Community Development, and various other entities, including private lenders, community development financial institutions, community-based organizations, and local housing trust funds.</p>		
<p>AB 571 Mayes</p>	<p>Amended 5/3/2021</p>	<p>Assembly Appropriations</p>	<p>Planning and zoning: density bonuses: affordable housing. The Density Bonus Law requires a city or county to provide a developer that proposes a housing development in the city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's affordable units.</p>		
<p>AB 580 Rodriguez</p>	<p>Amended 4/12/2021</p>	<p>Assembly Consent Calendar</p>	<p>Emergency services: vulnerable populations. Current law requires OES to establish a standardized emergency management system for use by all emergency response agencies. Current law requires the director to appoint representatives of the disabled community to serve on pertinent committees related to that system, and to ensure that the needs of the disabled community are met within that system by ensuring certain committee recommendations include the needs of people with disabilities. This bill instead would require the director to appoint representatives of the access and functional needs population, provided a majority of appointees are from specified groups, to serve on those committees and to ensure the needs of that population are met within that system.</p>		

<p>AB 585 Rivas, Luz</p>	<p>Amended 3/17/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Climate change: Extreme Heat and Community Resilience Program. Would establish the Extreme Heat and Community Resilience Program and would require the Office of Planning and Research to administer the program. Under the program, the bill would require the Office of Planning and Research to coordinate the state’s efforts to address extreme heat and to facilitate the implementation of local, regional, and state climate change planning into effective projects through the awarding of competitive grants to eligible entities for implementation of those projects. The bill would establish the Extreme Heat and Community Resilience Fund in the State Treasury and would require the office, upon appropriation by the Legislature, to expend moneys in the fund for the implementation of the program.</p>		
<p>AB 602 Grayson</p>	<p>Amended 5/4/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Development fees: impact fee nexus study. Current law requires a city, county, or special district that has an internet website to make available on its internet website certain information, as applicable, including its current schedule of fees and exactions. This bill, among other things, would require, on and after January 1, 2022, a city, county, or special district that conducts an impact fee nexus study to follow specific standards and practices, including, but not limited to, (1) that prior to the adoption of an associated development fee, an impact fee nexus study be adopted, (2) that the study identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is necessary, and (3) if the study is adopted after July 1, 2022, either calculate a fee levied or imposed on a housing development project proportionately to the square footage of the proposed units, or make specified findings explaining why square footage is not an appropriate metric to calculate the fees.</p>		
<p>AB 604 Daly</p>	<p>Introduced 2/11/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest. Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.</p>		

<p>AB 629 Chiu</p>	<p>Amended 3/22/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>San Francisco Bay area: public transportation. Current law requires the Metropolitan Transportation Commission to develop regional transit service objectives, develop performance measures of efficiency and effectiveness, specify uniform data requirements to assess public transit service benefits and costs, and formulate procedures for establishing regional transportation priorities in the allocation of funds for transportation purposes. This bill would require the commission to consult with transit agencies, local jurisdictions, county transportation agencies, and the general public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that will most benefit from interventions to support fast and reliable transit service.</p>	<p>Support and Seek Amendments</p>	
<p>AB 642 Friedman</p>	<p>Introduced 2/12/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Wildfires. Would require the Director of Forestry and Fire Protection to identify areas in the state as moderate and high fire hazard severity zones. The bill would additionally require the director classify areas into fire hazard severity zones based on additional factors including possible lightning caused ignition. The bill would require a local agency, within 30 days of receiving a transmittal from the director that identifies fire hazard severity zones, to make the information available for public comment.</p>		
<p>AB 648 Fong</p>	<p>Introduced 2/12/2021</p>	<p>Assembly Natural Resources</p>	<p>Greenhouse Gas Reduction Fund: healthy forest and fire prevention: appropriation. Would continuously appropriate, beginning in the 2021–22 fiscal year and ending in the 2028–29 fiscal year, \$200,000,000 of the annual proceeds from the Greenhouse Gas Reduction Fund to the Department of Forestry and Fire Protection for (1) healthy forest and fire prevention programs and projects that improve forest health and reduce greenhouse gas emissions caused by uncontrolled wildfires and (2) prescribed fire and other fuel reduction projects through proven forestry practices consistent with the recommendations of the California Forest Carbon Plan, including the operation of year-round prescribed fire crews and implementation of a research and monitoring program for climate change adaptation.</p>		
<p>AB 680 Burke</p>	<p>Amended 5/3/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021. Would enact the California Jobs Plan Act of 2021, which would require the Labor and Workforce Development Agency to work with the State Air Resources Board to update, by July 1, 2023, the funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as defined. The bill would require administering agencies to give preference to applicants that demonstrate a partnership with an educational institution or training program targeting residents of disadvantaged, tribal, and low-income communities.</p>		

<p>AB 713 Garcia, Cristina</p>	<p>Amended 4/12/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis. The State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the actions in the scoping plan and the pathways through which various policy actions may result in health impacts or health benefits, as specified.</p>		
<p>AB 758 Nazarian</p>	<p>Amended 5/3/2021</p>	<p>Assembly Appropriations</p>	<p>Marks-Roos Local Bond Pooling Act of 1985: electric utilities: rate reduction bonds. The Marks-Roos Local Bond Pooling Act of 1985 authorizes certain joint powers authorities, upon application by a local agency that owns and operates a publicly owned utility, defined to mean certain utilities furnishing water or wastewater service to not less than 25,000 retail customers, to issue rate reduction bonds to finance utility projects, as defined, subject to certain requirements. Under the act, these rate reduction bonds are secured by a pledge of utility project property, and the joint powers authority issuing the bonds may impose on, and collect from, customers of the publicly owned utility a utility project charge to finance the bonds, as provided. This bill would expand the definition of a publicly owned utility for these purposes to include a local publicly owned electric utility, as defined. The bill would authorize an authority to issue rate reduction bonds to finance or refinance utility projects for the provision of generation, transmission, or distribution of electrical service.</p>		
<p>AB 773 Nazarian</p>	<p>Introduced 2/16/2021</p>	<p>Assembly Third Reading</p>	<p>Street closures and designations. Would authorize a local authority to adopt a rule or regulation to close a portion of a street under its jurisdiction to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to adopt a rule or regulation to designate a local street within its jurisdiction as a slow street.</p>		

<p>AB 784 Quirk</p>	<p>Amended 3/15/2021</p>	<p>Senate Transportation</p>	<p>Alameda-Contra Costa Transit District. The Transit District Law authorizes any city together with unincorporated territory, or 2 or more cities, with or without unincorporated territory, in either the Counties of Alameda or Contra Costa or both, to organize and incorporate as a transit district divided into 5 wards with specified powers and duties relative to providing public transit service. This bill would repeal the authority to form a transit district under these provisions and would recognize the Alameda-Contra Costa Transit District as the district formed pursuant to this authority.</p>		
<p>AB 838 Friedman</p>	<p>Amended 4/5/2021</p>	<p>Senate Rules</p>	<p>State Housing Law: enforcement response to complaints. Would, beginning July 1, 2022, require a city or county that receives a complaint of a substandard building or a lead hazard violation, as specified, from a tenant, resident, or occupant, or an agent of a tenant, resident, or occupant, except as specified, to inspect the building, portion of the building intended for human occupancy, or premises of the building, document the lead hazard violations that would be discovered based upon a reasonably competent and diligent visual inspection of the property and identify any building, portion of a building intended for human occupancy, or premises on which such a building is located that is determined to be substandard, as applicable. The bill would require the city or county, as applicable, to advise the owner or operator of each violation and of each action that is required to be taken to remedy the violation and to schedule a reinspection to verify correction of the violations.</p>		
<p>AB 844 Grayson</p>	<p>Amended 5/4/2021</p>	<p>Senate Rules</p>	<p>Green Empowerment Zone for the Northern Waterfront area of the Counties of Contra Costa and Solano. Would, until January 1, 2028, authorize establishment of a Green Empowerment Zone for the Northern Waterfront area of the Counties of Contra Costa and Solano. The bill would authorize the Green Empowerment Zone to be composed of specified cities and counties, upon adoption of a resolution by the city or county, and would provide for the Green Empowerment Zone to be governed by a board of directors. The bill would task the Green Empowerment Zone with various duties, including, among other things, identification of projects and programs that will best utilize public dollars and improve the economic vitality of the Northern Waterfront area of the Counties of Contra Costa and Solano in a coordinated effort to address the just transition to a clean energy economy.</p>		

<p>AB 859 Irwin</p>	<p>Introduced 2/17/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Mobility devices: personal information. Would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator’s mobility devices operating in the geographic area under the public agency’s jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety.</p>		
<p>AB 880 Aguiar-Curry</p>	<p>Introduced 2/17/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Affordable Disaster Housing Revolving Development and Acquisition Program. Would, upon appropriation of the Legislature, establish the Affordable Disaster Housing Revolving Development and Acquisition Program to fund the predevelopment expenses, acquisition, construction, reconstruction, and rehabilitation of property to develop or preserve affordable housing in the state’s declared disaster areas that have experienced damage and loss of homes occupied by or affecting lower income households. The bill would require the department to administer the program. The bill would require the department to establish an application process for community development financial institutions, as defined, to apply for emergency short-term or temporary loans under the program.</p>		
<p>AB 897 Mullin</p>	<p>Amended 4/19/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Office of Planning and Research: regional climate networks: climate adaptation action plans. Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state’s climate adaptation strategy, known as the Safeguarding California Plan. Current law establishes the Office of Planning and Research in state government in the Governor’s office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office to encourage the inclusion of agencies with land use planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.</p>		

AB 917 Bloom	Amended 4/27/2021	Assembly Third Reading	<p>Vehicles: video imaging of parking violations. Current law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing laws makes these video image records confidential, and provides that these records are available only to public agencies to enforce parking violations. Existing law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state indefinitely. The bill would expand the authorization to enforce parking violations to include violations occurring at transit stops. The bill would repeal the obsolete reporting requirement of the Alameda-Contra Costa Transit District.</p>	Support	
AB 950 Ward	Amended 4/19/2021	Assembly Appropriations Suspense File	<p>Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs. Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act.</p>		
AB 965 Levine	Introduced 2/17/2021	Assembly Appropriations Suspense File	<p>Building standards: electric vehicle charging infrastructure. Would require the Department of Housing and Community Development and the commission, by July 1, 2024, or the publication of the next interim California Building Code, whichever comes first, to research, develop, and propose building standards regarding the installation of future electric vehicle charging infrastructure for parking spaces for existing multifamily dwellings and nonresidential development, as specified. The bill would also require the Department of Housing and Community Development and the commission to review the standards for multifamily dwellings and nonresidential development every 18 months to update the standards as needed pursuant to that review.</p>		

<p>AB 970 McCarty</p>	<p>Amended 5/10/2021</p>	<p>Assembly Third Reading</p>	<p>Planning and zoning: electric vehicle charging stations: permit application: approval. Would require an application to install an electric vehicle charging station to be deemed complete if, 5 business days after the application was submitted, the city, county, or city and county has not deemed the application to be incomplete or issued a written correction notice detailing all deficiencies in the application, as specified. The bill would require an application to install an electric vehicle charging station to be deemed approved if 20 business days after the application was deemed complete, (1) the city, county, or city and county has not approved the application, (2) the building official has not made a finding that the proposed installation could have an adverse impact upon the public health or safety or required the applicant to apply for a use permit, (3) the building official has not denied the permit, and (4) an appeal has not been made to the planning commission of the city, county, or city and county, as specified.</p>		
<p>AB 978 Quirk-Silva</p>	<p>Amended 5/5/2021</p>	<p>Assembly Third Reading</p>	<p>Mobilehome parks: rent caps. The Mobilehome Residency Law prescribes various terms and conditions of tenancies in mobilehome parks. Current law defines "tenancy" for these purposes as the right of a homeowner to use a site within a mobilehome park on which to locate, maintain, and occupy a mobilehome for human habitation, including the use of the services and facilities of the park. The Tenant Protection Act of 2019 prohibits, with certain exceptions, an owner of residential real property from increasing the gross rental rate for a dwelling or unit more than 5% plus the percentage change in the cost of living, as defined, or 10%, whichever is lower, of the lowest gross rental rate charged for the immediately preceding 12 months, subject to specified conditions. Current law excludes an owner or operator of a mobilehome park and an owner of a mobilehome or their agent from these provisions. This bill would extend these provisions to any person having the right to offer residential real property for rent, including an owner or operator of any dwelling or unit in a mobilehome park.</p>		

<p>AB 981 Frazier</p>	<p>Amended 4/19/2021</p>	<p>Assembly Appropriations</p>	<p>Forestry: California Fire Safe Council. Would establish the California Fire Safe Council in the Natural Resources Agency consisting of 11 members, as specified. The bill would require the council to identify programs administered by public agencies to address and minimize the risks of wildfire and to coordinate the implementation of those programs, to identify public and private programs that may be leveraged to facilitate structure-hardening and community resilience to minimize the impacts of wildfire to habitable structures, to conduct public outreach efforts to regional and local wildfire mitigation groups, and to make recommendations to the Legislature on how the programs identified by the council can be coordinated to increase the effectiveness of those programs. The bill would require the Natural Resources Agency to post on its internet website the membership of the council and recommendations made by the council.</p>		
<p>AB 983 Garcia, Eduardo</p>	<p>Amended 4/12/2021</p>	<p>Assembly Third Reading</p>	<p>Public contracts: construction projects: community workforce agreements: battery manufacturing and lithium-based technology. Current law requires the California Workforce Development Board to report to the Legislature on the need for workforce development resources, including the use of community workforce agreements, among other things, to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals. This bill would authorize a public entity to use, enter into, or require contractors to enter into, a community workforce agreement, as defined, for construction projects related to battery manufacturing and lithium-based technology.</p>		
<p>AB 984 Rivas, Luz</p>	<p>Amended 4/27/2021</p>	<p>Assembly Appropriations</p>	<p>Vehicle identification and registration: alternative devices. Current law requires a vehicle to display a license plate, issued by the Department of Motor Vehicles, with tabs that indicate the month and year the vehicle registration expires. Current law authorizes the department to conduct a pilot program, until January 1, 2023, if certain conditions are met, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards. This bill would authorize the use of alternative devices intended to serve in lieu of license plates authorized by the department pursuant to the pilot program, as specified. The bill would require the department to establish a program authorizing an entity to issue alternatives to stickers, tabs, license plates, and registration cards under specified conditions that include, among others, approval of the alternative devices by the Department of the California Highway Patrol. The bill would prohibit the failure or malfunction of an alternative device from being the basis of a government action relating to the user, including stopping or detaining the user.</p>		

<p>AB 989 Gabriel</p>	<p>Amended 5/3/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Housing Accountability Act: appeals: Housing Accountability Committee. The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would establish a Housing Accountability Committee, and would prescribe its membership.</p>		
<p>AB 1029 Mullin</p>	<p>Introduced 2/18/2021</p>	<p>Assembly Appropriations</p>	<p>Housing elements: prohousing local policies. Would add the preservation of affordable housing units through the extension of existing project-based rental assistance covenants to avoid the displacement of affected tenants and a reduction in available affordable housing units to the list of specified prohousing local policies.</p>		
<p>AB 1035 Salas</p>	<p>Amended 4/5/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Department of Transportation and local agencies: streets and highways: recycled materials. Would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, on and after January 1, 2025, a local agency that has jurisdiction over a street or highway, to the extent feasible, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. By increasing the duties of local agencies, this bill would impose a state-mandated local program.</p>		
<p>AB 1047 Daly</p>	<p>Amended 3/26/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Road Repair and Accountability Act of 2017: reporting internet website. Would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.</p>		

<p><u>AB 1049</u> <u>Davies</u></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Transportation</p>	<p>Public Transportation Account: loan repayment. Current law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Current law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Current law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.</p>		
<p><u>AB 1091</u> <u>Berman</u></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Third Reading</p>	<p>Santa Clara Valley Transportation Authority: board of directors. Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Current law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified.</p>		

<p>AB 1110 Rivas, Robert</p>	<p>Amended 5/3/2021</p>	<p>Assembly Appropriations</p>	<p>Zero-emission vehicles: Office of the California Clean Fleet Accelerator: Climate Catalyst Revolving Loan Fund Program. Would establish the Office of the California Clean Fleet Accelerator, administered by GO-Biz. The bill would also create the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, to oversee the activities of the Office of the California Clean Fleet Accelerator. The bill, among other things, would require the ombudsperson, in consultation with the Department of General Services (DGS), to consult with specified entities in identifying all available programs and incentives offered by the state that can help to reduce costs and increase participation in the master service agreement or leveraged procurement agreement, as specified.</p>		
<p>AB 1135 Grayson</p>	<p>Amended 3/25/2021</p>	<p>Assembly Appropriations</p>	<p>State of California Housing Allocation Act. Would enact the State of California Housing Allocation Act, which would require the Business, Consumer Services, and Housing Agency, HCD, CalHFA, and CTCAC, no later than January 1, 2023, to jointly establish and operate a single, centralized housing funding allocation committee, which would be within the Business, Consumer Services, and Housing Agency and comprised of representatives of those entities. The bill would require the committee to be responsible for allocating state controlled financing to housing developments and to serve as the point of contact for developers seeking to build affordable housing in California.</p>		
<p>AB 1143 Berman</p>	<p>Amended 3/24/2021</p>	<p>Senate Judiciary</p>	<p>Civil procedure: restraining orders. Current law permits a person who has suffered harassment, as defined, to file a petition for a temporary restraining order and a restraining order after hearing prohibiting the harassment. Current law requires the petitioner to personally serve the respondent with the petition for the temporary restraining order and restraining order, as applicable, and notice of the hearing. This bill would provide that if the respondent's address is unknown, the court may specify another method of service that is reasonably calculated to give actual notice to the respondent and may prescribe the manner in which proof of service shall be made.</p>		

<p>AB 1147 Friedman</p>	<p>Amended 3/18/2021</p>	<p>Assembly Appropriations</p>	<p>Regional transportation plan: Active Transportation Program. Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.</p>		
<p>AB 1157 Lee</p>	<p>Amended 3/15/2021</p>	<p>Senate Transportation</p>	<p>Controller: transportation funds: distribution and reporting requirements. Current law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.</p>		
<p>AB 1174 Grayson</p>	<p>Amended 4/6/2021</p>	<p>Assembly Consent Calendar</p>	<p>Planning and zoning: housing: development application modifications, approvals, and subsequent permits. The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among other things, that the development and the site on which it is located satisfy specified location, urbanization, and zoning requirements. Current law provides that a development approved pursuant to the streamlined, ministerial approval process is valid indefinitely if specified requirements are met, and otherwise is valid, except as provided, for 3 years from the date of the final action establishing that approval and remains valid thereafter for a project so long as vertical construction of the development has begun and is in progress. Current law authorizes a development proponent to request a modification to a development that has been approved under the streamlined, ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. This bill would clarify the requirements that must be met for an approved development to be valid indefinitely.</p>		

<p>AB 1188 Wicks</p>	<p>Amended 5/4/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>State rental assistance program: data. Current law establishes a program for providing rental assistance, using funding made available pursuant to existing federal law to provide financial assistance and housing stability services to eligible households, as provided, administered by HCD. This bill, in order to ensure that data is available for research and analysis to inform future state policy and programs, would require HCD to retain data from designated sources for at least 10 years, including data on the state rental assistance program, information submitted by eligible grantees that received the federal funding, and data on rental registries operated by local governments, as specified.</p>		
<p>AB 1202 Cervantes</p>	<p>Amended 4/15/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Emergency services: local government: local assistance centers: access and functional needs. The California Disaster Assistance Act authorizes the Office of Emergency Services to establish a model process to assist a community in recovering from an emergency proclaimed by the Governor which may include, among other things, the role of the office to facilitate the establishment of temporary structures, including local assistance centers, showers and bathroom facilities, and temporary administrative offices. Existing law defines the term "emergency plan" for purposes of emergency services provided by local governments. This bill would require a county, including a city and county, to ensure that local assistance centers are accessible to people with access and functional needs, provide accessible notifications about local assistance centers, and provide diverse communication services through partnerships with the county homeless and housing services. The bill would require a county, including a city and county, to designate, prearrange, and procure space, as necessary, to aid in sheltering and transporting its homeless population during local and state emergencies and emergency evacuations.</p>		
<p>AB 1220 Rivas, Luz</p>	<p>Amended 5/4/2021</p>	<p>Assembly Consent Calendar</p>	<p>Homelessness: California Interagency Council on Homelessness. Would rename the Homeless Coordinating and Financing Council to the California Interagency Council on Homelessness and remove authorization for the Secretary of Business, Consumer Services and Housing's designee to serve as chair of the council. The bill would also change the composition of the council, as specified, including by creating and specifying the membership of an advisory committee to the council. The bill would also provide that the appointed members of the council or committees serve at the pleasure of their appointing authority. The bill would also require that upon request of the council, a state agency or department that administers one or more state homelessness programs, as described, to participate in council workgroups, task forces, or other similar administrative structures and to provide to the council any relevant information regarding those state homelessness programs.</p>		

AB 1226 McCarty	Introduced 2/19/2021	Assembly Transportation	Capitol Corridor rail line: capital improvements: appropriation. Would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.		
AB 1238 Ting	Amended 4/12/2021	Assembly Appropriations	Pedestrian access. Current law prohibits a pedestrian from entering the roadway if the pedestrian is facing a steady circular yellow or yellow arrow warning signal unless otherwise directed by a pedestrian control signal, as specified. This bill would delete that prohibition.		
AB 1255 Bloom	Amended 4/19/2021	Assembly Appropriations	Fire prevention: fire risk reduction guidance: local assistance grants. Would require the Natural Resources Agency, on or before July 1, 2023, and in collaboration with specified state agencies and in consultation with certain other state agencies, to develop a guidance document that describes goals, approaches, opportunities, and best practices in each region of the state for ecologically appropriate, habitat-specific fire risk reduction. The bill would require the guidance document to be developed through a public process, including region-specific public workshops hosted by the agency, and would require the agency to post the document on its internet website.		
AB 1297 Holden	Amended 4/14/2021	Assembly Appropriations	California Infrastructure and Economic Development Bank: public and economic development facilities: housing. The Bergeson-Peace Infrastructure and Economic Development Bank Act defines “public development facilities” for these purposes to mean real and personal property, structures, conveyances, equipment, thoroughfares, buildings, and supporting components thereof, excluding any housing, that are directly related to providing, among other things, housing-related infrastructure, as specified. The act defines “economic development facilities” for these purposes to mean real and personal property, structures, buildings, equipment, and supporting components thereof that are used to provide industrial, recreational, research, commercial, utility, goods movement, or service enterprise facilities, community, educational, cultural, or social welfare facilities and any parts or combinations thereof, and all necessary facilities or infrastructure, excluding any housing. This bill would authorize economic development facilities and public development facilities to include housing if the housing meets certain financing requirements and limits, as specified.		

<p>AB 1304 Santiago</p>	<p>Amended 4/5/2021</p>	<p>Assembly Third Reading</p>	<p>Affirmatively further fair housing: housing element: inventory of land. Current law requires a public agency, as defined, to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and to not take any action that is materially inconsistent with this obligation. This bill would clarify that a local agency has a mandatory duty to comply with the obligation described above. The bill would specify that this provision is a clarification of current law and not to be deemed a change in previous law.</p>		
<p>AB 1322 Rivas, Robert</p>	<p>Amended 5/4/2021</p>	<p>Senate Rules</p>	<p>Land use: local measures: conflicts. Current law authorizes the legislative body of any county or city to adopt ordinances that do certain things related to land use, including, but not limited to, regulating the use of buildings, structures, and land as between industry, business, residences, open space, including agriculture, recreation, enjoyment of scenic beauty, use of natural resources, and other purposes, regulating the size and use of lots, yards, courts, and other open spaces, and the intensity of land use. This bill, among other things, would authorize a governing body, defined as a city council or board of supervisors, to commence proceedings pursuant to specified provisions, to determine whether a local measure, defined as any provision of the charter, general plan, or ordinances of the city, county, or city and county that has been approved by the electorate, is in conflict with any of the specified state laws regarding housing. The bill would provide that the governing body cannot be compelled to undertake those proceedings.</p>		
<p>AB 1329 Nazarian</p>	<p>Amended 5/4/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Building codes: earthquakes: functional recovery standard. Would, in addition to making specified findings and declarations, require the Building Standards Commission to develop, adopt, and publish building standards that would require new construction of buildings, except for buildings regulated by the Office of Statewide Health Planning and Development or the Division of the State Architect, to be designed and built to a functional recovery standard, as defined, for earthquake loads. The bill would require the commission to actively consult with interested parties, as specified, in proposing and adopting functional recovery standards.</p>		

<p>AB 1337 Lee</p>	<p>Amended 4/7/2021</p>	<p>Assembly Appropriations</p>	<p>Transportation: transit district policing responsibilities. Under current law, a person who enters or remains upon any land, facilities, or vehicles owned, leased, or possessed by specified transit entities that are used to provide public transportation by rail or passenger bus, or are directly related to that use, without permission, or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. This bill would specify that a person who enters or remains upon any property, facilities, or vehicles upon which the applicable transit entity owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor.</p>		
<p>AB 1358 Bonta</p>	<p>Amended 4/15/2021</p>	<p>Assembly Appropriations</p>	<p>Demographics: ancestry and ethnic origin. Current law requires specified agencies to use additional separate collection categories and other tabulations for major Asian groups and Native Hawaiian and other Pacific Islander groups. This bill would require those specified agencies to also use additional separate collection categories and other tabulations for specified Hispanic, Latino, or Spanish groups, Caribbean groups, and Black or African American groups.</p>		
<p>AB 1384 Gabriel</p>	<p>Introduced 2/19/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022. Would require the Strategic Growth Council to develop and coordinate a strategic resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for 2025, 2050, and beyond, among other goals. The bill would require state agencies identified in the strategic resiliency framework to collaboratively engage with regional entities to enhance policy and funding coordination and promote regional solutions and implementation and to proactively engage vulnerable communities whose planning and project development efforts have been disproportionately impacted by climate change, as provided. The bill would authorize the Treasurer, and the financing authorities that the Treasurer chairs, to assist state agencies by leveraging public and private capital investment to help with loans and other incentives to attain the goals identified in the strategic resiliency framework.</p>		

<p>AB 1395 Muratsuchi</p>	<p>Amended 5/4/2021</p>	<p>Assembly Appropriations</p>	<p>Greenhouse gases: carbon neutrality. Would declare the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The bill would require the State Air Resources Board to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals, to ensure that by 2045 statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 level, and to prioritize the use of nature-based solutions in California to achieve carbon neutrality. The bill would require the state board to work with relevant agencies to establish criteria for the use of technology-based solutions for purposes of achieving these policy goals. The bill would impose other requirements on state agencies relating to working toward these policy goals.</p>		
<p>AB 1398 Bloom</p>	<p>Amended 5/3/2021</p>	<p>Assembly Appropriations</p>	<p>Planning and zoning: housing element: rezoning of sites: prohousing local policies. The Planning and Zoning Law, requires a county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other things, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, current law requires that the local government rezone sites within specified time periods. If the local government fails to adopt a housing element within 120 days of the applicable statutory deadline, existing law requires that the local government (A) complete this rezoning no later than 3 years and 120 days from the statutory deadline for the adoption of the housing element and (B) revise its housing element every 4 years until the local government has adopted at least 2 consecutive revisions by the statutory deadline. This bill would require that a local government that fails to adopt a housing element that the Department of Housing and Community Development has found to be in substantial compliance with state law within 120 days of the statutory deadline to complete this rezoning no later than one year from the statutory deadline for the adoption of the housing element.</p>		

<p>AB 1401 Friedman</p>	<p>Amended 4/19/2021</p>	<p>Assembly Appropriations</p>	<p>Residential and commercial development: parking requirements. Would prohibit a local government from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, as defined. The bill would not preclude a local government from imposing requirements when a project provides parking voluntarily to require spaces for car share vehicles. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle parking spaces or parking spaces that are accessible to persons with disabilities, as specified.</p>		
<p>AB 1409 Levine</p>	<p>Introduced 2/19/2021</p>	<p>Senate Rules</p>	<p>Planning and zoning: general plan: safety element. Current law, upon the next revision of a local hazard mitigation plan on or after January 1, 2022, or beginning on or before January 1, 2022, if a local jurisdiction has not adopted a local hazard mitigation plan, requires the safety element to be reviewed and updated as necessary to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. This bill would also require the safety element to be reviewed and updated to identify evacuation locations. By increasing the duties of local planning officials with respect to the update of general plans, this bill would impose a state-mandated local program.</p>		
<p>AB 1442 Ting</p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<p>Accessory dwelling units. Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Current law, with certain exceptions, prohibits a local agency from using or imposing any additional standards, including, until January 1, 2025, owner-occupant requirements. This bill would make nonsubstantive changes to the latter provisions.</p>		
<p>AB 1453 Muratsuchi</p>	<p>Introduced 2/19/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Environmental justice: Just Transition Advisory Commission: Just Transition Plan. Would, until January 1, 2028, establish the Just Transition Advisory Commission, consisting of specified members, in the Labor and Workforce Development Agency and would require the commission, through a public process, to develop and adopt, on or before January 1, 2024, the Just Transition Plan that contains recommendations to transition the state's economy to a climate-resilient and low-carbon economy that maximizes the benefits of climate actions while minimizing burdens to workers, especially workers in the fossil fuel industry, and their communities, especially communities that face disproportionate burdens from pollution. The bill would require the commission to submit the plan to the Legislature on or before January 1, 2024.</p>		

<p>AB 1492 Bloom</p>	<p>Amended 4/21/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Department of Housing and Community Development: high-opportunity areas and sensitive communities. Current law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including, among other things, responsibility for coordinating federal-state relationships in housing and community development and assisting communities and persons to avail themselves of state housing programs. This bill would require the department to designate areas in this state as high-opportunity areas and sensitive communities, as provided, by January 1, 2023, in accordance with specified requirements. The bill would require the department to update those designations every 5 years, or more frequently at the discretion of the department..</p>		
<p>AB 1499 Daly</p>	<p>Introduced 2/19/2021</p>	<p>Assembly Appropriations Suspense File</p>	<p>Transportation: design-build: highways. Current law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Current law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Current law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely.</p>		
<p>AB 1500 Garcia, Eduardo</p>	<p>Amended 5/11/2021</p>	<p>Assembly Appropriations</p>	<p>Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022. Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$7,080,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.</p>		

<p>ACA 1 Aguiar-Curry</p>	<p>Introduced 12/7/2020</p>	<p>Assembly Local Government</p>	<p>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.</p>		
<p>ACA 7 Muratsuchi</p>	<p>Introduced 3/16/2021</p>	<p>Assembly Print</p>	<p>Local government: police power: municipal affairs: land use and zoning. Would provide that a county or city ordinance or regulation enacted under the police power that regulates the zoning or use of land within the boundaries of the county or city would prevail over conflicting general laws, with specified exceptions. The measure, in the event of the conflict with a state statute, would also specify that a city charter provision, or an ordinance or regulation adopted pursuant to a city charter, that regulates the zoning or use of land within the boundaries of the city is deemed to address a municipal affair and prevails over a conflicting state statute, except that the measure would provide that a court may determine that a city charter provision, ordinance, or regulation addresses either a matter of statewide concern or a municipal affair if it conflicts with specified state statutes. The measure would make findings in this regard and provide that its provisions are severable.</p>		
<p>ACR 33 Friedman</p>	<p>Introduced 2/19/2021</p>	<p>Assembly Natural Resources</p>	<p>Wildfire mitigation. This measure would state the Legislature's commitment to improving wildfire outcomes in the State of California by investing in science-based wildfire mitigation strategies that will benefit the health of California forests and communities. The measure would also state that the Legislature calls upon public and private stakeholders to work jointly to identify, discuss, and refine, as necessary, procedures concerning treatment of forested lands for the purpose of, among other things, wildfire risk mitigation.</p>		

<p>SB 1 Atkins</p>	<p>Amended 3/23/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Coastal resources: sea level rise. The California Coastal Act of 1976 establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission, within 90 days after January 1, 1977, to adopt, after public hearing, procedures for the preparation, submission, approval, appeal, certification, and amendment of a local coastal program, including a common methodology for the preparation of, and the determination of the scope of, the local coastal programs, as provided. This bill would also include, as part of the procedures the commission is required to adopt, recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program, as provided. The bill would delete the timeframe specified above by which the commission is required to adopt these procedures.</p>		
<p>SB 5 Atkins</p>	<p>Amended 3/10/2021</p>	<p>Senate Housing</p>	<p>Affordable Housing Bond Act of 2022. Would enact the Affordable Housing Bond Act of 2022, which, if adopted, would authorize the issuance of bonds in the amount of \$6,500,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to fund affordable rental housing and homeownership programs. The bill would state the intent of the Legislature to determine the allocation of those funds to specific programs. This bill would provide for submission of the bond act to the voters at the November 8, 2022, statewide general election in accordance with specified law.</p>		
<p>SB 7 Atkins</p>	<p>Enrolled 5/12/2021</p>	<p>Senate Enrollment</p>	<p>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021. Would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project.</p>	<p>Support</p>	<p>Support</p>

<p>SB 10 Wiener</p>	<p>Amended 4/27/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Planning and zoning: housing development: density. Would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2023, based on specified criteria. The bill would specify that an ordinance adopted under these provisions, and any resolution to amend the jurisdiction's General Plan, ordinance, or other local regulation adopted to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act.</p>	<p>Support</p>	<p>Support</p>
<p>SB 12 McGuire</p>	<p>Amended 5/4/2021</p>	<p>Senate Appropriations</p>	<p>Local government: planning and zoning: wildfires. 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 July 1, 2024, 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 36 Skinner</p>	<p>Introduced 12/7/2020</p>	<p>Senate Rules</p>	<p>Energy efficiency. Current law authorizes the State Energy Resources Conservation and Development Commission to prescribe, by regulation, energy efficiency standards, including appliance efficiency standards. This bill would make nonsubstantive revisions to these provisions.</p>		
<p>SB 45 Portantino</p>	<p>Amended 4/8/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022. Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,595,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program.</p>		

<p>SB 51 Durazo</p>	<p>Amended 3/8/2021</p>	<p>Assembly Third Reading</p>	<p>Surplus residential property. Current law prescribes requirements for the disposal of surplus land by a local agency, as defined. This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals that seeks development proposals seeking development proposals for the property that includes a residential component of at least 100 residential units and 25% of the total units developed comply with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect.</p>		
<p>SB 69 McGuire</p>	<p>Amended 4/26/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marin Area Rail Transit District. Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marin Area Rail Transit District, which is governed by a 12-member board of directors, with specified duties and powers. Existing law requires the district to work with specified authorities, including the North Coast Railroad Authority, to achieve a safe, efficient, and compatible system of passenger and freight rail service and authorizes the district to, among other things, provide a rail transit system for the provision of freight service by rail and own, operate, manage, and maintain a passenger rail system within the territory of the district. This bill would require the authority, or a successor agency, to convey and transfer all of its rights, interests, privileges, and title, lien free, relating to the southern portion of a specified right-of-way to the district, as provided.</p>		
<p>SB 99 Dodd</p>	<p>Amended 4/12/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Community Energy Resiliency Act of 2021. This bill, the Community Energy Resiliency Act of 2021, would require the commission to develop and implement a grant program for local governments to develop community energy resiliency plans and expedite permit review of distributed energy resources. The bill would authorize a community choice aggregator or other regional energy collaborative to apply for funding and prepare a community energy resiliency plan on behalf of one or more of the local governments it serves upon request of that local government. The bill would set forth guiding principles for plan development, including equitable access to reliable energy, as provided. The bill would require plans to be consistent with the city, county, or city and county general plan and other local government planning documents.</p>		

<p>SB 210 Wiener</p>	<p>Amended 3/15/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Automated license plate recognition systems: use of data. Current law authorizes the Department of the California Highway Patrol to retain license plate data captured by license plate reader technology, also referred to as an automated license plate recognition (ALPR) system, for not more than 60 days unless the data is being used as evidence or for the investigation of felonies. Current law authorizes the department to share that 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 or 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 include in those usage and privacy policies a requirement that, if the ALPR operator or ALPR end-user is a public agency and not an airport authority, ALPR data that does not match a hot list be destroyed within 24 hours.</p>		
<p>SB 222 Dodd</p>	<p>Amended 5/3/2021</p>	<p>Senate Appropriations</p>	<p>Water Rate Assistance Program. This bill would establish the Water Rate Assistance Fund in the State Treasury to help provide water affordability assistance, for both drinking water and wastewater services, to low-income ratepayers and ratepayers experiencing economic hardship in California. The bill would require the Department of Community Services and Development to develop and administer the Water Rate Assistance Program established by the bill.</p>		
<p>SB 234 Wiener</p>	<p>Amended 4/26/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Transition Aged Youth Housing Program. Would establish the Transition Aged Youth Housing Program for the purpose of creating housing for transition aged youth under 26 years of age, who have been removed from their homes, are experiencing homelessness unaccompanied by a parent or legal guardian, or are under the jurisdiction of a court, as specified, and would require the council to develop, implement, and administer the program.</p>		

<p>SB 274 Wieckowski</p>	<p>Amended 4/5/2021</p>	<p>Assembly Desk</p>	<p>Local government meetings: agenda and documents. The Ralph M. Brown Act requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Current law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. If a local agency determines it to be technologically infeasible to send a copy of the documents or a link to a website that contains the documents by email or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet, as specified.</p>		
<p>SB 290 Skinner</p>	<p>Introduced 2/1/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints. Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would require a unit designated to satisfy the inclusionary zoning requirements of a city or county to be included in the total number of units on which a density bonus and the number of incentives or concessions are based. The bill would require a city or county to grant one incentive or concession for a student housing development project that will include at least 20% of the total units for lower income students.</p>		

<p>SB 330 Durazo</p>	<p>Amended 3/17/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>California Community Colleges: affordable housing. Current law authorizes the governing board of a community college district to let to any private person, firm, or corporation, any real property that belongs to the community college district if the instrument by which the property is let requires the lessee to construct on the demised premises, or provide for the construction on the real property of, a building or buildings for the joint use of the community college district and the private person, firm, or corporation during the term of the lease or agreement if certain conditions are met, including that no rental fee or other charge for the use of the building or buildings is paid by the community college district. Current law defines "public works," for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. This bill would authorize the community college district to agree to a rental fee or other charge for that use if the constructed building or buildings are developed and operated as affordable housing for students or employees, as defined, of the community college district, or for both those students and employees.</p>		
<p>SB 339 Wiener</p>	<p>Amended 4/5/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Vehicles: road usage charge pilot program. Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.</p>		

<p>SB 345 Becker</p>	<p>Amended 3/23/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Energy programs and projects: nonenergy benefits. Would require the Public Utilities Commission to (1) begin the process, by January 1, 2023, to establish common definitions of nonenergy benefits and attempt to determine consistent values and methodologies for use in assigning priority access to authorized funds by distributed energy resource programs, (2) prioritize the use of authorized funding to support distributed energy resource programs and projects that provide the greatest nonenergy benefits, particularly for disadvantaged communities, and (3) track the demonstrated nonenergy benefits resulting from distributed energy resource programs during program evaluations and make this data available publicly on the commission's internet website. The bill would prohibit the calculation of nonenergy benefits from being used in a manner that results in incremental cost shifting to nonparticipating customers or from being used to determine the cost effectiveness of distribution deferral projects or to estimate the value of avoided costs for use in evaluating distributed energy resource programs.</p>		
<p>SB 440 Dodd</p>	<p>Introduced 2/16/2021</p>	<p>Senate Insurance</p>	<p>Earthquake and wildfire loss mitigation. Would require the Wildfire Fund Administrator, the Office of Emergency Services, and the Office of Energy Infrastructure Safety to create the California Wildfire Residential Loss Mitigation Program as a joint powers authority. The bill would require that program to provide mitigation against wildfire risk, including a grant program to assist qualifying owners to retrofit their structures to protect against wildfire or to create a defensible space around their structures. The bill would establish the Wildfire Loss Mitigation Fund as a continuously appropriated subaccount in the Wildfire Fund to fund the program.</p>		
<p>SB 449 Stern</p>	<p>Amended 4/22/2021</p>	<p>Senate Appropriations</p>	<p>Climate-related financial risk. Current law generally provides for the regulation of various financial institutions, including banks, credit unions, and finance lenders, by the Department of Financial Protection and Innovation. Current law requires the Secretary for Environmental Protection to coordinate greenhouse gas emission reductions and climate-change activities in state government. Executive Order N-19-19 requires, among other things, the Department of Finance to create a Climate Investment Framework and to consult with the Office of Planning and Research on the framework. This bill would require a covered entity, as defined, to, on or before December 31, 2022, and annually thereafter, prepare a climate-related financial risk report, as defined, and to submit to the Secretary of State, and make available to the public on its own internet website, a copy of that report.</p>		

<p>SB 477 Wiener</p>	<p>Introduced 2/17/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>General plan: annual report. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide, by April 1 of each year, an annual report to, among other entities, the Department of Housing and Community Development that includes, among other specified information, the number of applications submitted, the location and total number of developments approved, the number of building permits issued, and the number of units constructed pursuant to a specific streamlined, ministerial approval process. This bill would, commencing January 1, 2023, require a planning agency to include in that annual report specified information on costs, standards, and applications for proposed housing development projects and specified information on housing development projects within the jurisdiction.</p>		
<p>SB 478 Wiener</p>	<p>Amended 4/12/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Planning and Zoning Law: housing development projects. The Planning and Zoning Law requires the Department of Housing and Community Development to notify the city, county, or city and county, and authorizes the department to notify the Attorney General, that the city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. Would prohibit a local agency, as defined, from imposing a floor-to-area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. The bill would prohibit a local agency from imposing a lot coverage requirement that would preclude a housing development project from achieving the floor-to-area ratios described above.</p>		

<p>SB 500 Min</p>	<p>Amended 4/15/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Autonomous vehicles: zero emissions. Current law provides for various programs to promote the use of zero-emission vehicles, including the Clean Vehicle Rebate Project, which was established by the State Air Resources Board as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles, and the Charge Ahead California Initiative, which establishes various goals, including the goal of placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023. This bill would, to the extent allowed by federal law, prohibit the Department of Motor Vehicles from accepting an application for original registration of a qualifying autonomous vehicle that is first operated, sold, leased, offered for sale, or offered for lease in the state on or after January 1, 2027, unless that qualifying autonomous vehicle is a zero-emission vehicle. The bill would define "qualifying autonomous vehicle" to mean a self-propelled vehicle with a gross vehicle weight rating less than 10,001 pounds and with specific automation technology that is permitted by the department for deployment as an autonomous vehicle.</p>		
<p>SB 533 Stern</p>	<p>Amended 4/29/2021</p>	<p>Senate Appropriations</p>	<p>Electrical corporations: wildfire mitigation plans: deenergization events: microgrids. Would require that an electrical corporation's wildfire mitigation plan identify circuits that have frequently been deenergized to mitigate the risk of wildfire and the measures taken, or planned to be taken, by the electrical corporation to reduce the need for future deenergization of those circuits, including replacing, hardening, or undergrounding any portion of the circuit or of upstream transmission or distribution lines, or the installation of microgrids.</p>		
<p>SB 548 Eggman</p>	<p>Amended 4/5/2021</p>	<p>Assembly Desk</p>	<p>Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity. Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley, as defined, region of California. Current law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, among other powers, the power to enter into cooperative or joint development agreements with local governments or private entities necessary to achieve transit connectivity. This bill would require the authority to be considered a rail transit district, thereby exempting the authority from specified provisions related to regulation by counties and cities regarding building, zoning, and related matters.</p>		

<p>SB 563 Allen</p>	<p>Amended 5/3/2021</p>	<p>Senate Appropriations</p>	<p>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan review and amendment process. The Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city or county to adopt a resolution to allocate its tax revenues to an enhanced infrastructure financing district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are or will be met. This bill would revise NIFTI-2 to, among other things, remove the requirements that the area financed be within 1/2 mile of a major transit stop and that the boundaries of the district be coterminous with the city or county. The bill would require specified minimum percentages of the funds be used for homelessness prevention programs or development of affordable housing that is within 1/2 mile of a major transit stop, as specified. The bill would revise the description of tax revenue that may be allocated to a district.</p>		
<p>SB 581 Atkins</p>	<p>Introduced 2/18/2021</p>	<p>Assembly Desk</p>	<p>General plan. The Planning and Zoning Law, requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of housing development applications received and the number of units approved and disapproved in the prior year. This bill would additionally require the planning agency include in the annual report whether the city or county is a party to a court action related to a violation of state housing law, and the disposition of that action.</p>		
<p>SB 591 Becker</p>	<p>Amended 5/3/2021</p>	<p>Assembly Desk</p>	<p>Senior citizens: intergenerational housing developments. Would authorize the establishment of an intergenerational housing development that includes senior citizens along with caregivers and transition age youth, if specified conditions are satisfied. The bill would require that the covenants, conditions, and restrictions and other documents or written policy for the development set forth the limitations on occupancy, residency, or use. The bill would prescribe definitions for "senior citizen" and "transition age youth" for these purposes. The bill would require at least 80% of the occupied dwelling units in an intergenerational housing development to be occupied by at least one senior citizen, as specified, and up to 20% of the occupied dwelling units in the development to be occupied by at least one caregiver or transition age youth, as specified. The bill would require the development to be affordable to lower income households.</p>		

<p>SB 625 Caballero</p>	<p>Amended 3/25/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Community development financial institutions: grant program. Would establish the California Investment and Innovation Program, administered by I-Bank, for the purpose of providing grants to qualified community development financial institutions. The bill would establish the California Investment and Innovation Fund and, upon appropriation, require I-Bank to award a grant to an eligible recipient, defined as a community development financial institution that meets specified criteria under the program, as provided. The bill would specify authorized uses of grant funds, including providing loans, grants, equity investments, or technical assistance within low-income communities or for purposes that have a direct and substantial benefit to lower income households.</p>		
<p>SB 649 Cortese</p>	<p>Amended 4/19/2021</p>	<p>Assembly Desk</p>	<p>Local governments: affordable housing: local tenant preference. Would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permit local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk. The bill, subject to certain requirements and limitations, would authorize a local government to allow a local tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.</p>		
<p>SB 671 Gonzalez</p>	<p>Amended 4/28/2021</p>	<p>Senate Appropriations</p>	<p>Transportation: Clean Freight Corridor Efficiency Assessment. Would establish the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission, in coordination with other state agencies. In developing the assessment, the bill would require the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The bill would require the commission to submit a report containing the assessment's findings and recommendations to certain committees of the Legislature by December 31, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan.</p>		

<p>SB 674 Durazo</p>	<p>Amended 4/29/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Public Contracts: workforce development: transportation-related contracts. Would require relevant public agencies, as defined, to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment, as defined; encouraging the development of the state's long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety.</p>		
<p>SB 726 Gonzalez</p>	<p>Amended 4/21/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Alternative fuel and vehicle technologies: Sustainable Transportation Strategy. Would require the state board and the State Energy Resources Conservation and Development Commission, in coordination with specified state agencies, to jointly develop, no later than January 1, 2024, a comprehensive transportation sustainability strategy to be known as the Sustainable Transportation Strategy. The bill would require the strategy to identify overall greenhouse gas emissions reductions goals and criteria pollutant reduction goals for the transportation sector, and to identify the sustainable transportation goals and programs that are intended to reduce emissions in the transportation sector to achieve those emissions reductions goals. The bill would require the strategy to develop deployment goals for each sustainable transportation goal and program identified in the strategy and would require specified state agencies to adopt those deployment goals.</p>		

<p>SB 728 Hertzberg</p>	<p>Amended 4/15/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Density Bonus Law: purchase of density bonus units by nonprofit housing organizations. Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income or, lower, or very low income households and meets other requirements. Current law requires the developer and the city or county to ensure that the initial occupant of a for-sale unit that qualified the developer for the award of the density bonus is a person or family of very low, low, or moderate income. This bill, as an alternative to ensuring that the initial occupant of a for-sale unit is a person or family of the required income, would authorize the developer and the city or county to ensure that a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property.</p>		
<p>SB 771 Becker</p>	<p>Amended 5/11/2021</p>	<p>Senate Appropriations</p>	<p>Sales and Use Tax Law: zero emissions vehicle exemption. 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, on or after January 1, 2022, would 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, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. 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.</p>		

<p>SB 778 Becker</p>	<p>Amended 5/3/2021</p>	<p>Senate Appropriations</p>	<p>Planning and zoning: accessory dwelling units: mixed-use or multifamily structures. Current law requires a local agency to ministerially approve an application for a building permit within a residential or mixed-use zone to create multiple accessory dwelling units within the portions of an existing multifamily dwelling structure that are not used as livable space, if each unit complies with state building standards for dwellings. Current law requires a local agency to allow at least one accessory dwelling unit within an existing multifamily dwelling structure and up to 25% of the existing multifamily dwelling units. This bill, until January 1, 2025, would specify that a local agency is required to allow an accessory dwelling unit under these provisions within an existing mixed-use or multifamily structure, and that the accessory dwelling unit may be constructed within portions of the structure used for commercial space, industrial space, retail space, or other vacant space if each unit complies with state building standards for dwellings.</p>		
<p>SB 780 Cortese</p>	<p>Amended 5/3/2021</p>	<p>Assembly Desk</p>	<p>Local finance: public investment authorities. Would authorize the legislative bodies to appoint an alternate member to the public financing authority who may serve and vote in place of a member who is absent or disqualifies themselves from participating in a meeting of the authority. If a district has more than 3 participating affected taxing entities, the bill would authorize the legislative bodies of the taxing entities to, upon agreement, appoint only one member of their respective legislative bodies, and one alternate member, in addition to the public members.</p>		
<p>SB 798 Wieckowski</p>	<p>Introduced 2/19/2021</p>	<p>Senate Rules</p>	<p>Trade Corridor Enhancement Account. 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 make nonsubstantive changes to this provision.</p>		

California State Legislative Calendar 2021 – Revised December 18, 2020

<p>January</p> <p>1 Statutes take effect (Art. IV, Sec. 8(c)).</p> <p>10 Budget must be submitted by Governor (Art. IV, Sec. 12(a)).</p> <p>11 Legislature reconvenes (J.R. 51(a)(1)).</p> <p>18 Martin Luther King, Jr. Day</p> <p>22 Last day to submit bill requests to the Office of Legislative Counsel.</p>	<p>June</p> <p>1-4 Floor session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees (J.R. 61(a)(7)).</p> <p>4 Last day for each house to pass bills introduced in that house (J.R. 61(a)(8)).</p> <p>7 Committee meetings may resume (J.R. 61(a)(9)).</p> <p>15 Budget Bill must be passed by midnight (Art. IV, Sec. 12(c)(3)).</p>
<p>February</p> <p>15 Presidents’ Day</p> <p>21 Last day for bills to be introduced (J.R. 61(a)(1), J.R. 54(a)).</p>	<p>July</p> <p>2 Independence Day observed</p> <p>14 Last day for policy committees to meet and report bills (J.R. 61(a)(10-11)).</p> <p>16 Summer Recess begins upon adjournment of session, provided Budget Bill has been passed (J.R. 51(a)(3)).</p>
<p>March</p> <p>25 Spring Recess begins upon adjournment (J.R. 51(a)(2)).</p> <p>31 Cesar Chavez Day observed</p>	<p>August</p> <p>16 Legislature reconvenes from Summer Recess (J.R. 51(a)(3)).</p> <p>27 Last day for fiscal committees to meet and report bills (J.R. 61(a)(11-12)).</p> <p>30-10 Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees (J.R. 61(a)(12-13)).</p>
<p>April</p> <p>5 Legislature reconvenes from Spring Recess (J.R. 51(a)(2)).</p> <p>30 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house (J.R. 61(a)(2)).</p>	
<p>May</p> <p>7 Last day for policy committees to meet and report to the floor non-fiscal bills introduced in their house (J.R. 61(a)(3)).</p> <p>14 Last day for policy committees to meet prior to June 7 (J.R. 61(a)(4)).</p> <p>21 Last day for fiscal committees to meet and report to the floor bills introduced in their house (J.R. 61(a)(5)). Last day for fiscal committees to meet prior to June 7 (J.R. 61(a)(6)).</p> <p>31 Memorial Day</p>	<p>September</p> <p>3 Last day to amend bills on the floor (J.R. 61(a)(13-14)).</p> <p>6 Labor Day</p> <p>10 Last day for each house to pass bills (J.R. 61(a)(14-15)). Interim Recess begins upon adjournment (J.R. 51(a)(4)).</p>
	<p>October</p> <p>10 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 10 and in the Governor's possession after Sept. 10 (Art. IV, Sec. 10(b)(1)).</p>

117th United States Congress, First Session (Tentative) Calendar*

<p>January</p> <p>1 New Year’s Day 3 House and Senate reconvene 4-5 Senate district work period 4 Electoral College 7-19 Senate district work period 11-15 House district work periods 18 Martin Luther King, Jr. Day 20 Inauguration Day</p>	<p>July</p> <p>1-4 House and Senate district work periods 5 Independence Day (Observed) 5-9 House and Senate district work periods</p>
<p>February</p> <p>15 President’s Day 15-19 House and Senate district work periods</p>	<p>August</p> <p>2-27 House district work period 9-31 Senate district work period</p>
<p>March</p> <p>29-2 House district work periods 29-9 Senate district work periods</p>	<p>September</p> <p>1-10 Senate district work periods 5 Labor Day 6-8 House district work periods 15-17 House district work periods 16-17 Senate district work periods</p>
<p>April</p> <p>1-9 House and Senate district work periods</p>	<p>October</p> <p>11 Indigenous Peoples’ Day 11-15 Senate district work periods</p>
<p>May</p> <p>3-7 Senate district work periods 31 Memorial Day 31-4 House and Senate district work periods</p>	<p>November</p> <p>1-8 House district work period 8-12 Senate district work periods 11 Veterans’ Day 21-26 House district work periods 22-26 Senate district work periods 25 Thanksgiving Day</p>
<p>June</p> <p>1-4 House and Senate district work periods 28-9 Senate district work periods</p>	<p>December</p> <p>13-31 House empty calendar 13-31 Senate district work periods 25 Christmas day</p>

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>