



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 43</a> <a href="#">Friedman</a>	Enrollment 9/17/2021	Assembly Enrolled	<b>Traffic safety.</b> 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. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Current law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety. This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.	Support	Support
<a href="#">AB 68</a> <a href="#">Quirk-Silva</a>	Chaptered 9/29/2021	Assembly Chaptered	<b>Department of Housing and Community Development: California Statewide Housing Plan: annual reports.</b> 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, the number of affordable units needed to meet the state’s affordable housing needs and recommendations for modernizing statutory and regulatory terminology. The bill would require the department to publish and make the plan available to the public on the department’s internet website.		

<p><a href="#">AB 118</a> <a href="#">Kamlager</a></p>	<p>Enrollment 9/15/2021</p>	<p>Assembly Enrolled</p>	<p><b>Department of Social Services: C.R.I.S.E.S. Grant Pilot Program.</b> Would enact the Community Response Initiative to Strengthen Emergency Systems Act, or the C.R.I.S.E.S. Act, for purposes of creating, implementing, and evaluating the C.R.I.S.E.S. Grant Pilot Program, which the act would establish. The bill would require the department to administer the program if appropriate funding is made available to the department. The bill would require the department to award grants to qualified grantees, which include city, county, and tribal departments of social services, disability services, health services, public health, or behavioral health, based on grant eligibility criteria developed in partnership with a stakeholder workgroup.</p>		
<p><a href="#">AB 122</a> <a href="#">Boerner</a> <a href="#">Horvath</a></p>	<p>Enrollment 9/8/2021</p>	<p>Assembly Enrolled</p>	<p><b>Vehicles: required stops: bicycles.</b> 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 either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians 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. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle.</p>		
<p><a href="#">AB 215</a> <a href="#">Chiu</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>Planning and Zoning Law: housing element: violations.</b> 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 a planning agency, before adopting its housing element or amendment to its housing element, to submit a draft element or draft amendment to the Department of Housing and Community Development. This bill would require a local government to make the first draft revision of a housing element available for public comment for at least 30 days and, if any comments are received, take at least 10 additional business days to consider and incorporate public comments into the draft revision before submitting it to the department. The bill would require a local government to post any subsequent draft revision on its internet website and to email a link to the draft revision to individuals and organizations that have requested notices relating to the local government's housing element, as specified.</p>		

<p><a href="#">AB 339</a> <a href="#">Lee</a></p>	<p>Enrollment 9/17/2021</p>	<p>Assembly Enrolled</p>	<p><b>Local government: open and public meetings.</b> The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Under existing law, a member of the legislative body who attends a meeting where action is taken in violation of this provision, with the intent to deprive the public of information that the member knows the public is entitled to, is guilty of a crime. This bill would require local agencies to conduct meetings subject to the act consistent with applicable state and federal civil rights laws, as specified.</p>		
<p><a href="#">AB 345</a> <a href="#">Quirk-Silva</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>Accessory dwelling units: separate conveyance.</b> The Planning and Zoning Law authorizes a local agency to provide, by ordinance, for the creation of accessory dwelling units in single-family and multifamily residential zones and 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><a href="#">AB 361</a> <a href="#">Rivas, Robert</a></p>	<p>Chaptered 9/16/2021</p>	<p>Assembly Chaptered</p>	<p><b>Open meetings: state and local agencies: teleconferences.</b> Would, until January 1, 2024, authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency, as that term is defined, when state or local health officials have imposed or recommended measures to promote social distancing, during a proclaimed state of emergency held for the purpose of determining, by majority vote, whether meeting in person would present imminent risks to the health or safety of attendees, and during a proclaimed state of emergency when the legislative body has determined that meeting in person would present imminent risks to the health or safety of attendees, as provided.</p>		

<p><a href="#">AB 418</a> <a href="#">Valladares</a></p>	<p>Vetoed 10/4/2021</p>	<p>Assembly Vetoed</p>	<p><b>Emergency services: grant program.</b> 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 require the office to allocate funds, 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><a href="#">AB 491</a> <a href="#">Ward</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>Housing: affordable and market rate units.</b> 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><a href="#">AB 525</a> <a href="#">Chiu</a></p>	<p>Chaptered 9/23/2021</p>	<p>Assembly Chaptered</p>	<p><b>Energy: offshore wind generation.</b> Current law requires the Public Utilities Commission 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 June 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><a href="#">AB 571</a> <a href="#">Mayes</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>Planning and zoning: density bonuses: affordable housing.</b> 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><a href="#">AB 580</a> <a href="#">Rodriguez</a></p>	<p>Enrollment 9/17/2021</p>	<p>Assembly Enrolled</p>	<p><b>Emergency services: vulnerable populations.</b> 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><a href="#">AB 602</a> <a href="#">Grayson</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>Development fees: impact fee nexus study.</b> 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 local agency 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><a href="#">AB 604</a> <a href="#">Daly</a></p>	<p>Vetoed 9/22/2021</p>	<p>Assembly Vetoed</p>	<p><b>Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.</b> 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><a href="#">AB 634</a> <a href="#">Carrillo</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>Density Bonus Law: affordability restrictions.</b> 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 specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law prescribes an application process for a city or county to follow in this regard. Current law specifies that, if permitted by local ordinance, that law is not to be construed to prohibit a city, county, or city and county from granting a density bonus greater than what is described in these provisions for a development that meets specified requirements or from granting a proportionately lower density bonus than what is required for developments that do not meet these requirements. This bill would also provide that, if permitted by local ordinance, the Density Bonus Law is not to be construed to prohibit a city, county, or city and county from requiring an affordability period that is longer than 55 years for any units that qualified the applicant for the award for the density bonus developed in compliance with a local ordinance that requires, as a condition of development of residential units, that a development include a certain percentage of units that are affordable to, and occupied by low-income, lower income, very low income, or extremely low income households and that will be financed without low-income housing tax credits.</p>		
<p><a href="#">AB 642</a> <a href="#">Friedman</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>Wildfires.</b> Current law requires the Director of Forestry and Fire Protection to identify areas of the state as very high fire hazard severity zones, as provided. Current law requires a local agency, within 30 days of receiving a transmittal from the director that identifies very high fire hazard severity zones, to make the information available for public review. This bill would require the director to also identify areas in the state as moderate and high fire hazard severity zones. The bill would modify the factors the director is required to use to classify areas into fire hazard severity zones, as provided. The bill would instead 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 review and comment.</p>		

<p><a href="#">AB 680</a> <a href="#">Burke</a></p>	<p>Enrollment 9/22/2021</p>	<p>Assembly Enrolled</p>	<p><b>Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021.</b> Would enact the California Jobs Plan Act of 2021, which would require the State Air Resources Board to work with the labor agency to update, by July 1, 2025, Greenhouse Gas Reduction Fund 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 provided. The bill would require the state board to work with administering agencies to leverage existing programs and funding to assist applicants in meeting these standards. The bill would require, among other things, administering agencies, on and after the adoption of the update to the funding guidelines, to give preference to applicants that demonstrate a partnership with an educational institution or training program targeting residents of under-resourced, tribal, and low-income communities, as defined, in the same region as the proposed project and to applicants that demonstrate the creation of high-quality jobs, as defined, by the proposed project.</p>		
<p><a href="#">AB 758</a> <a href="#">Nazarian</a></p>	<p>Chaptured 9/23/2021</p>	<p>Assembly Chaptured</p>	<p><b>Marks-Roos Local Bond Pooling Act of 1985: electric utilities: rate reduction bonds.</b> 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><a href="#">AB 773</a> <a href="#">Nazarian</a></p>	<p>Chaptered 10/6/2021</p>	<p>Assembly Chaptered</p>	<p><b>Street closures and designations.</b> Would authorize a local authority to adopt a rule or regulation by ordinance to implement a slow street program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space. The bill would require the local authority to meet specified conditions to implement a slow street, including a determination that closure or traffic restriction is necessary for the safety and protection of persons using the closed or restricted portion of the street, conducting an outreach and engagement process, and clearly designating the closure or traffic restriction with specific signage.</p>		
<p><a href="#">AB 784</a> <a href="#">Quirk</a></p>	<p>Chaptered 9/22/2021</p>	<p>Assembly Chaptered</p>	<p><b>Alameda-Contra Costa Transit District.</b> 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><a href="#">AB 838</a> <a href="#">Friedman</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>State Housing Law: enforcement response to complaints.</b> 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><a href="#">AB 844</a> <a href="#">Grayson</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa.</b> Would, until January 1, 2028, authorize establishment of a Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa. The bill would authorize the Green Empowerment Zone to be composed of specified cities, 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 of Contra Costa in a coordinated effort to support the development of the clean energy economy.</p>		
<p><a href="#">AB 917</a> <a href="#">Bloom</a></p>	<p>Enrollment 9/15/2021</p>	<p>Assembly Enrolled</p>	<p><b>Vehicles: video imaging of parking violations.</b> 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. Current law makes these video image records confidential, and provides that these records are available only to public agencies to enforce parking violations. Current 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 until January 1, 2027, and to the City and County of San Francisco indefinitely, if the examiner or issuing agency, as specified, of a violation allows for the reduction or waiver of parking penalties for indigent individuals, as defined.</p>	<p>Support</p>	
<p><a href="#">AB 970</a> <a href="#">McCarty</a></p>	<p>Enrollment 9/13/2021</p>	<p>Assembly Enrolled</p>	<p><b>Planning and zoning: electric vehicle charging stations: permit application: approval.</b> Current law requires every city, county, and city and county to create an expedited, streamlined permitting process for electric vehicle charging stations and to adopt a checklist pursuant to which an applicant that satisfies the information requirements shall be deemed complete and therefore eligible for expedited review. This bill would clarify that these provisions apply to all cities, including charter cities.</p>		

<p><a href="#">AB 978</a> <a href="#">Quirk-Silva</a></p>	<p>Chaptered 7/23/2021</p>	<p>Assembly Chaptered</p>	<p><b>Mobilehome parks: rent caps.</b> 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><a href="#">AB 1029</a> <a href="#">Mullin</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>Housing elements: prohousing local policies.</b> 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><a href="#">AB 1035</a> <a href="#">Salas</a></p>	<p>Enrollment 9/15/2021</p>	<p>Assembly Enrolled</p>	<p><b>Department of Transportation and local agencies: streets and highways: recycled materials.</b> 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, beginning January 1, 2023, a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, 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><a href="#">AB 1143</a> <a href="#">Berman</a></p>	<p>Chaptered 8/31/2021</p>	<p>Assembly Chaptered</p>	<p><b>Civil procedure: restraining orders.</b> 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 court determines at the hearing that, after a diligent effort, the petitioner has been unable to accomplish personal service, and that there is reason to believe that the respondent is evading service or cannot be located, then 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><a href="#">AB 1147</a> <a href="#">Friedman</a></p>	<p>Enrollment 9/10/2021</p>	<p>Assembly Enrolled</p>	<p><b>Regional transportation plan: Active Transportation Program.</b> 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, regional transportation agencies, and local governments to assist the council in completing the report.</p>		
<p><a href="#">AB 1157</a> <a href="#">Lee</a></p>	<p>Chaptered 9/22/2021</p>	<p>Assembly Chaptered</p>	<p><b>Controller: transportation funds: distribution and reporting requirements.</b> 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><a href="#">AB 1174</a> <a href="#">Grayson</a></p>	<p>Chaptered 9/16/2021</p>	<p>Assembly Chaptered</p>	<p><b>Planning and zoning: housing: development application modifications, approvals, and subsequent permits.</b> 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, 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. Current law defines "affordable rent" for purposes of this streamlined, ministerial approval process. This bill would clarify the requirements that must be met for an approved development to be valid indefinitely.</p>		
<p><a href="#">AB 1220</a> <a href="#">Rivas, Luz</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>Homelessness: California Interagency Council on Homelessness.</b> Would rename the Homeless Coordinating and Financing Council to the California Interagency Council on Homelessness and would remove authorization for the Secretary of the Business, Consumer Services and Housing's designee to serve as chair of the council. The bill would instead require the Secretary of the Business, Consumer Services and Housing Agency and the Secretary of the California Health and Human Services Agency to serve as co-chairs of the council. The bill would make other changes to the council's membership, including adding 5 new members, as specified.</p>		
<p><a href="#">AB 1238</a> <a href="#">Ting</a></p>	<p>Enrollment 9/20/2021</p>	<p>Assembly Enrolled</p>	<p><b>Pedestrian access.</b> 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 eliminate that prohibition until January 1, 2029.</p>		

<p><a href="#">AB 1297</a> <a href="#">Holden</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>California Infrastructure and Economic Development Bank: public and economic development facilities: housing.</b> 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>		
<p><a href="#">AB 1304</a> <a href="#">Santiago</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>Affirmatively further fair housing: housing element: inventory of land.</b> 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><a href="#">AB 1337</a> <a href="#">Lee</a></p>	<p>Chaptered 10/6/2021</p>	<p>Assembly Chaptered</p>	<p><b>Transportation: San Francisco Bay Area Rapid Transit District: policing responsibilities.</b> 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 BART 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><a href="#">AB 1398</a> <a href="#">Bloom</a></p>	<p>Chaptered 9/29/2021</p>	<p>Assembly Chaptered</p>	<p><b>Planning and zoning: housing element: rezoning of sites: prohousing local policies.</b> 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 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><a href="#">AB 1409</a> <a href="#">Levine</a></p>	<p>Chaptered 10/5/2021</p>	<p>Assembly Chaptered</p>	<p><b>Planning and zoning: general plan: safety element.</b> 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><a href="#"><u>AB 1499</u></a> <a href="#"><u>Daly</u></a></p>	<p>Chaptered 9/22/2021</p>	<p>Assembly Chaptered</p>	<p><b>Transportation: design-build: highways.</b> 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 extend the operation of these provisions until January 1, 2034. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2033, on its experience with design-build procurement.</p>		
<p><a href="#"><u>ACR 33</u></a> <a href="#"><u>Friedman</u></a></p>	<p>Chaptered 9/7/2021</p>	<p>Assembly Chaptered</p>	<p><b>Wildfire mitigation.</b> 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><a href="#"><u>SB 1</u></a> <a href="#"><u>Atkins</u></a></p>	<p>Chaptered 9/23/2021</p>	<p>Senate Chaptered</p>	<p><b>Coastal resources: sea level rise.</b> 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><a href="#">SB 7</a> <a href="#">Atkins</a></p>	<p>Chaptered 5/20/2021</p>	<p>Senate Chaptered</p>	<p><b>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</b> 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><a href="#">SB 9</a> <a href="#">Atkins</a></p>	<p>Chaptered 9/16/2021</p>	<p>Senate Chaptered</p>	<p><b>Housing development: approvals.</b> The Planning and Zoning Law provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. This bill, among other things, would require a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district.</p>		

<p><a href="#"><u>SB 10</u></a> <a href="#"><u>Wiener</u></a></p>	<p>Chaptered 9/16/2021</p>	<p>Senate Chaptered</p>	<p><b>Planning and zoning: housing development: density.</b> 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 or an urban infill site, as those terms are defined. The bill would prohibit a local government from adopting an ordinance pursuant to these provisions on or after January 1, 2029. 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. The bill would prohibit an ordinance adopted under these provisions from superceding a local restriction enacted or approved by a local initiative that designates publicly owned land as open-space land or for park or recreational purposes.</p>	<p>Support</p>	<p>Support</p>
<p><a href="#"><u>SB 51</u></a> <a href="#"><u>Durazo</u></a></p>	<p>Chaptered 7/23/2021</p>	<p>Senate Chaptered</p>	<p><b>Surplus residential property.</b> 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><a href="#">SB 69</a> <a href="#">McGuire</a></p>	<p>Chaptered 9/30/2021</p>	<p>Senate Chaptered</p>	<p><b>North Coast Railroad Authority: Great Redwood Trail Agency: rail rights-of-way: Sonoma-Marin Area Rail Transit District.</b> Under current law, the North Coast Railroad Authority is governed by a board of directors composed of appointees from the Counties of Humboldt, Marin, Mendocino, and Sonoma, a city representative selected by the cities served by the authority's rail line, and a nonvoting, exofficio member of the Golden Gate Bridge, Highway and Transportation District. Current law requires the authority to plan for the transfer of all of its assets and liabilities and for its dissolution. Under current law, the state is not liable for any contracts, debts, or other obligations of the authority. This bill would rename the North Coast Railroad Authority the Great Redwood Trail Agency on March 1, 2022. The bill would remove the ex officio member of the Golden Gate Bridge, Highway and Transportation District from the board, and authorize the Governor to appoint a nonvoting director from the Transportation Agency and a nonvoting director from the Natural Resources Agency.</p>		
<p><a href="#">SB 274</a> <a href="#">Wieckowski</a></p>	<p>Enrollment 8/30/2021</p>	<p>Senate Enrolled</p>	<p><b>Local government meetings: agenda and documents.</b> 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><a href="#">SB 290</a> <a href="#">Skinner</a></p>	<p>Chaptered 9/28/2021</p>	<p>Senate Chaptered</p>	<p><b>Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints.</b> 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><a href="#">SB 330</a> <a href="#">Durazo</a></p>	<p>Chaptered 10/6/2021</p>	<p>Senate Chaptered</p>	<p><b>Los Angeles Community College District Affordable Housing Pilot Program.</b> Would require the governing board of the Los Angeles Community College District to develop and implement a pilot program to provide affordable housing to students or employees of the Los Angeles Community College District, and to provide a report to the Legislature, no later than January 1, 2032, with findings and recommendations on the success of the program. The bill would require priority to be given to low-income students experiencing homelessness for the affordable units of the affordable housing for students or employees.</p>		
<p><a href="#">SB 339</a> <a href="#">Wiener</a></p>	<p>Chaptered 9/24/2021</p>	<p>Senate Chaptered</p>	<p><b>Vehicles: road usage charge pilot program.</b> 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><a href="#">SB 477</a> <a href="#">Wiener</a></p>	<p>Vetoed 10/5/2021</p>	<p>Senate Vetoed</p>	<p><b>General plan: annual report.</b> 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, 2024, 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><a href="#">SB 478</a> <a href="#">Wiener</a></p>	<p>Chaptered 9/28/2021</p>	<p>Senate Chaptered</p>	<p><b>Planning and Zoning Law: housing development projects.</b> 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. This bill would prohibit a local agency, as defined, from imposing a floor 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.</p>		
<p><a href="#">SB 500</a> <a href="#">Min</a></p>	<p>Chaptered 9/23/2021</p>	<p>Senate Chaptered</p>	<p><b>Autonomous vehicles: zero emissions.</b> 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, commencing January 1, 2030, and to the extent authorized by federal law, would prohibit the operation of certain new autonomous vehicles that are not zero-emission vehicles, as defined. The bill would also prohibit the DMV from commencing rulemaking for the adoption of regulations implementing this provision until January 1, 2027.</p>		

<p><a href="#">SB 533</a> <a href="#">Stern</a></p>	<p>Chaptered 9/23/2021</p>	<p>Senate Chaptered</p>	<p><b>Electrical corporations: wildfire mitigation plans: deenergization events.</b> 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, and impact of, future deenergization of those circuits, including the estimated annual decline in circuit deenergization and deenergization impact on customers, and replacing, hardening, or undergrounding any portion of the circuit or of upstream transmission or distribution lines.</p>		
<p><a href="#">SB 548</a> <a href="#">Eggman</a></p>	<p>Chaptered 9/23/2021</p>	<p>Senate Chaptered</p>	<p><b>Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity.</b> 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><a href="#">SB 591</a> <a href="#">Becker</a></p>	<p>Chaptered 9/28/2021</p>	<p>Senate Chaptered</p>	<p><b>Senior citizens: intergenerational housing developments.</b> 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><a href="#">SB 671</a> <a href="#">Gonzalez</a></p>	<p>Enrollment 9/9/2021</p>	<p>Senate Enrolled</p>	<p><b>Transportation: Clean Freight Corridor Efficiency Assessment.</b> 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 1, 2023. The bill would require the assessment’s findings and recommendations to be incorporated into the development of the California Transportation Plan. The bill would require the state freight plan to include a description of needed infrastructure, projects, and operations for the deployment of zero-emission medium- and heavy-duty vehicles and the development of freight corridors identified in the assessment.</p>		
<p><a href="#">SB 728</a> <a href="#">Hertzberg</a></p>	<p>Chaptered 9/28/2021</p>	<p>Senate Chaptered</p>	<p><b>Density Bonus Law: purchase of density bonus units by nonprofit housing organizations.</b> 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 instead, would require the developer and the city or county to ensure that (1) a for-sale unit that qualified the developer for the award of the density bonus is initially occupied by a person or family of the required income, offered at an affordable housing cost, as defined, and includes an equity sharing agreement, as specified, or (2) 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, as specified, 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><a href="#">SB 780</a> <a href="#">Cortese</a></p>	<p>Chaptered 9/28/2021</p>	<p>Senate Chaptered</p>	<p><b>Local finance: public investment authorities.</b> Current law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Currentlaw provides for the membership of the governing body of the district, referred to as the public financing authority. This bill would authorize the legislative bodies, as defined, 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><a href="#">SB 792</a> <a href="#">Glazer</a></p>	<p>Vetoed 10/4/2021</p>	<p>Senate Vetoed</p>	<p><b>Sales and use tax: returns: online transactions: local jurisdiction schedule.</b> Current law authorizes the Department of Tax and Fee Administration to require the filing of reports by any person or class of persons with information relating to sales of tangible personal property, the storage, use, or other consumption of which is subject to the use tax, as specified. Current law requires a retailer or purchaser subject to the sales and use tax to file, on or before the last day of the month following each quarterly period, a return for the preceding quarterly period. This bill, for reporting periods beginning on or after January 1, 2022, would require a qualified retailer, defined as a retailer whose annual qualified sales of tangible personal property transacted online exceeded \$50,000,000 for the previous calendar year, to include with each tax return a schedule that reports for each local jurisdiction the gross receipts from the qualified sale of tangible personal property shipped or delivered to a purchaser in that jurisdiction.</p>		

**California State Legislative Calendar 2021 – Revised December 18, 2020**

<p><b>January</b>  1 Statutes take effect (Art. IV, Sec. 8(c)).  10 Budget must be submitted by Governor (Art. IV, Sec. 12(a)).  11 Legislature reconvenes (J.R. 51(a)(1)).  18 Martin Luther King, Jr. Day  22 Last day to submit bill requests to the Office of Legislative Counsel.</p>	<p><b>June</b>  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)).  4 Last day for each house to pass bills introduced in that house (J.R. 61(a)(8)).  7 Committee meetings may resume (J.R. 61(a)(9)).  15 Budget Bill must be passed by midnight (Art. IV, Sec. 12(c)(3)).</p>
<p><b>February</b>  15 Presidents’ Day  21 Last day for bills to be introduced (J.R. 61(a)(1), J.R. 54(a)).</p>	<p><b>July</b>  2 Independence Day observed  14 Last day for policy committees to meet and report bills (J.R. 61(a)(10-11)).  16 Summer Recess begins upon adjournment of session, provided Budget Bill has been passed (J.R. 51(a)(3)).</p>
<p><b>March</b>  25 Spring Recess begins upon adjournment (J.R. 51(a)(2)).  31 Cesar Chavez Day observed</p>	<p><b>August</b>  16 Legislature reconvenes from Summer Recess (J.R. 51(a)(3)).  27 Last day for fiscal committees to meet and report bills (J.R. 61(a)(11-12)).  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><b>April</b>  5 Legislature reconvenes from Spring Recess (J.R. 51(a)(2)).  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><b>May</b>  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)).  14 Last day for policy committees to meet prior to June 7 (J.R. 61(a)(4)).  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)).  31 Memorial Day</p>	<p><b>September</b>  3 Last day to amend bills on the floor (J.R. 61(a)(13-14)).  6 Labor Day  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><b>October</b>  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><b>January</b></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><b>July</b></p> <p>1-4 House and Senate district work periods  5 Independence Day (Observed)  5-9 House and Senate district work periods</p>
<p><b>February</b></p> <p>15 President’s Day  15-19 House and Senate district work periods</p>	<p><b>August</b></p> <p>2-27 House district work period  9-31 Senate district work period</p>
<p><b>March</b></p> <p>29-2 House district work periods  29-9 Senate district work periods</p>	<p><b>September</b></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><b>April</b></p> <p>1-9 House and Senate district work periods</p>	<p><b>October</b></p> <p>11 Indigenous Peoples’ Day  11-15 Senate district work periods</p>
<p><b>May</b></p> <p>3-7 Senate district work periods  31 Memorial Day  31-4 House and Senate district work periods</p>	<p><b>November</b></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><b>June</b></p> <p>1-4 House and Senate district work periods  28-9 Senate district work periods</p>	<p><b>December</b></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>