



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 11</a> <a href="#">Ward</a>	Amended 1/21/2021	Assembly Natural Resources	<b>Climate change: regional climate change authorities.</b> Would require the Strategic Growth Council, by January 1, 2023, to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.		
<a href="#">AB 16</a> <a href="#">Chiu</a>	Amended 1/12/2021	Assembly Housing and Community Development	<b>Tenancies: COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Act of 2021.</b> Would establish the Tenant, Small Landlord, and Affordable Housing Provider Stabilization Program. The bill would authorize the Director of Housing and Community Development to direct an existing office or program within the Department of Housing and Community Development to implement the program. The bill would establish in the State Treasury the COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Fund, and, upon appropriation by the Legislature, distribute all moneys in the fund to the department to carry out the purposes of the program.		
<a href="#">AB 50</a> <a href="#">Boerner</a> <a href="#">Horvath</a>	Introduced 12/7/2020	Assembly Natural Resources	<b>Climate change: Climate Adaptation Center and Regional Support Network: sea level rise.</b> Current law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, and update biannually, a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. This bill would establish the Climate Adaptation Center and Regional Support Network in the Ocean Protection Council to provide local governments facing sea level rise challenges with information and scientific expertise necessary to proceed with sea level rise mitigation.		
<a href="#">AB 51</a> <a href="#">Quirk</a>	Introduced 12/7/2020	Assembly Natural Resources	<b>Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans.</b> Would require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans.		

<p><a href="#">AB 52</a> <a href="#">Frazier</a></p>	<p>Introduced 12/7/2020</p>	<p>Assembly Natural Resources</p>	<p><b>California Global Warming Solutions Act of 2006: scoping plan updates: wildfires.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of emissions of greenhouse gases the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund (fund) and to be available upon appropriation by the Legislature. Current law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would require the state board, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires.</p>		
<p><a href="#">AB 67</a> <a href="#">Petrie-Norris</a></p>	<p>Amended 4/5/2021</p>	<p>Assembly Natural Resources</p>	<p><b>Sea level rise: working group: economic analysis.</b> 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>		

<p><a href="#">AB 68</a> <a href="#">Salas</a></p>	<p>Amended 4/7/2021</p>	<p>Assembly Housing and Community Development</p>	<p><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, 2022, 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><a href="#">AB 71</a> <a href="#">Rivas, Luz</a></p>	<p>Amended 3/25/2021</p>	<p>Assembly Revenue and Taxation</p>	<p><b>Homelessness funding: Bring California Home Act.</b> Would exempt any regulation, standard, criterion, procedure, determination, rule, notice, or guideline established or issued by the Franchise Tax Board to implement its provisions from the rulemaking provisions of the Administrative Procedure Act. This bill contains other related provisions and other existing laws.</p>		
<p><a href="#">AB 111</a> <a href="#">Boerner</a> <a href="#">Horvath</a></p>	<p>Amended 3/22/2021</p>	<p>Assembly Transportation</p>	<p><b>Transportation: zero-emission vehicles.</b> Would require the Secretary of the Transportation Agency, in consultation with certain state entities, to implement a Safe and Clean Truck Infrastructure Program to support the construction and operation of zero-emission medium- and heavy-duty vehicle parking and electric vehicle charging and hydrogen refueling infrastructure on public and private properties, and to encourage the use of zero-emission vehicles. The bill would require the program, by January 1, 2024, to conduct an assessment outlining regional zero-emission medium- and heavy-duty vehicle parking and refueling deficiencies and strategies to address those deficiencies.</p>		
<p><a href="#">AB 113</a> <a href="#">Boerner</a> <a href="#">Horvath</a></p>	<p>Amended 4/7/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Income taxes: credits: electric vehicles.</b> The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 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><a href="#">AB 115</a> <a href="#">Bloom</a></p>	<p>Introduced 12/18/2020</p>	<p>Assembly Housing and Community Development</p>	<p><b>Planning and zoning: commercial zoning: housing development.</b> Would, notwithstanding any inconsistent provision of a city’s or county’s general plan, specific plan, zoning ordinance, or regulation, would require that a housing development be an authorized use on a site designated in any local agency’s zoning code or maps for commercial uses if certain conditions apply. Among these conditions, the bill would require that the housing development be subject to a recorded deed restriction requiring that at least 20% of the units have an affordable housing cost or affordable rent for lower income households, as those terms are defined, and located on a site that satisfies specified criteria.</p>		
<p><a href="#">AB 117</a> <a href="#">Boerner</a> <a href="#">Horvath</a></p>	<p>Amended 3/24/2021</p>	<p>Assembly Appropriations</p>	<p><b>Air Quality Improvement Program: electric bicycles.</b> 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><a href="#">AB 118</a> <a href="#">Kamlager</a></p>	<p>Introduced 12/18/2020</p>	<p>Assembly Appropriations</p>	<p><b>Emergency services: community response: grant program.</b> 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><a href="#">AB 122</a> <a href="#">Boerner Horvath</a></p>	<p>Amended 3/24/2021</p>	<p>Assembly Appropriations</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 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><a href="#">AB 215</a> <a href="#">Chiu</a></p>	<p>Amended 4/5/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Housing element: regional housing need: relative progress determination.</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 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><a href="#">AB 261</a> <a href="#">Seyarto</a></p>	<p>Introduced 1/15/2021</p>	<p>Assembly Transportation</p>	<p><b>Authorized emergency vehicles.</b> Would permit an authorized emergency vehicle to operate on an HOV lane if specified conditions are met, including, among others, that the vehicle is being driven while responding to, or returning from, an urgent or emergency call and the driver of the vehicle determines that the use of the HOV lane will likely improve the arrival time of the authorized emergency vehicle and its delivery of essential public safety services.</p>		
<p><a href="#">AB 267</a> <a href="#">Valladares</a></p>	<p>Amended 3/16/2021</p>	<p>Assembly Appropriations</p>	<p><b>California Environmental Quality Act: exemption: prescribed fire, thinning, and fuel reduction projects.</b> 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><a href="#">AB 294</a> <a href="#">Santiago</a></p>	<p>Introduced 1/21/2021</p>	<p>Assembly Transportation</p>	<p><b>Vehicle Tow and Storage Act.</b> Would establish the Vehicle Towing and Storage Board in the Department of Consumer Affairs and would empower the board to, among other things, regulate and resolve disputes involving vehicle towing businesses. The bill would require the board to maintain a public database on its internet website on vehicle towing businesses. The bill would require a business to obtain a Vehicle Tow and Storage Permit and pay an annual fee before operating a tow truck or tow vehicle in California. The bill would establish various penalties for violations of these provisions. The bill also would require a permit applicant or permitholder to submit specified information to the board under penalty of perjury.</p>		
<p><a href="#">AB 339</a> <a href="#">Lee</a></p>	<p>Introduced 1/28/2021</p>	<p>Assembly Print</p>	<p><b>State and local government: open meetings.</b> Current law requires all meetings, as defined, of a house of the Legislature or a committee thereof to be open and public, and requires all persons to be permitted to attend the meetings, except as specified. This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public.</p>		
<p><a href="#">AB 345</a> <a href="#">Quirk-Silva</a></p>	<p>Amended 3/9/2021</p>	<p>Assembly Appropriations</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 348</a> <a href="#">Villapudua</a></p>	<p>Introduced 1/28/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Affordable housing: annual expenditure report.</b> Would require the Department of Housing and Community Development, by March 1 of each year, to develop an annual summary report that discloses the amount of state, federal, and private funding spent on the development of affordable housing within the state, each city, and each county in the preceding calendar year. The bill would require the department to post the annual summary report on its internet website and make the report available to the public by March 15 of each year.</p>		

<p><a href="#">AB 357</a> <a href="#">Kamlager</a></p>	<p>Introduced 2/1/2021</p>	<p>Assembly Print</p>	<p><b>Affordable housing.</b> Current law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. This bill would declare the intent of the Legislature to enact legislation that would address the need to build more affordable housing units.</p>		
<p><a href="#">AB 363</a> <a href="#">Medina</a></p>	<p>Amended 3/23/2021</p>	<p>Assembly Transportation</p>	<p><b>Carl Moyer Memorial Air Quality Standards Attainment Program.</b> The state State Air Resources 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 allows 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 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 for, regardless of vehicle or equipment technology or fuel type, the uniform calculation of cost-effectiveness, as defined, and program incentives.</p>		
<p><a href="#">AB 371</a> <a href="#">Jones-Sawyer</a></p>	<p>Introduced 2/1/2021</p>	<p>Assembly P. &amp; C.P.</p>	<p><b>Shared mobility devices: insurance and tracking.</b> 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 tracking and reporting.</p>		



<p><a href="#">AB 374</a> <a href="#">Seyarto</a></p>	<p>Introduced 2/1/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.</b> Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an evaluation of the Homeless Housing, Assistance, and Prevention (HHAP) program.</p>		
<p><a href="#">AB 387</a> <a href="#">Lee</a></p>	<p>Amended 3/25/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Social Housing Act of 2021.</b> The Housing Authorities Law authorizes the establishment of a functioning housing authority within a city or county by enactment of a resolution by the city or county declaring that there is need of a functioning housing authority in the city or county. Current law authorizes a housing authority of a city or county to, among other things, prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. This bill, the Social Housing Act of 2021, would establish, in the Business, Consumer Services, and Housing Agency, the California Social Housing Council to develop policy proposals that would promote the development of social housing, as defined, to hold public meetings throughout the state to educate participants on the history and purposes of social housing, and to solicit input on the policy proposals from stakeholders.</p>		
<p><a href="#">AB 411</a> <a href="#">Irwin</a></p>	<p>Amended 3/1/2021</p>	<p>Assembly M. &amp; V.A.</p>	<p><b>Veterans Housing and Homeless Prevention Bond Act of 2022.</b> 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><a href="#">AB 418</a> <a href="#">Valladares</a></p>	<p>Introduced 2/4/2021</p>	<p>Assembly U. &amp; E.</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 in priority areas including schools, elections offices, food storage reserves, COVID-19 testing sites, and traffic signals and street lamps. 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 those entities applying for funding to either describe the portion of their emergency plan that includes power outages or provide an attestation that power outages will be included when the entity revises any portion of their emergency plan.</p>		



<p><a href="#">AB 428</a> <a href="#">Mayes</a></p>	<p>Amended 3/18/2021</p>	<p>Assembly Local Government</p>	<p><b>Local government: board of supervisors.</b> 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><a href="#">AB 455</a> <a href="#">Bonta</a></p>	<p>Amended 3/25/2021</p>	<p>Assembly Transportation</p>	<p><b>San Francisco-Oakland Bay Bridge: transit-only traffic lanes.</b> 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><a href="#">AB 476</a> <a href="#">Mullin</a></p>	<p>Amended 3/16/2021</p>	<p>Assembly Transportation</p>	<p><b>Department of Transportation: state highways: transit bus pilot program.</b> Would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project.</p>		

<p><a href="#">AB 491</a> <a href="#">Gonzalez, Lorena</a></p>	<p>Introduced 2/8/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Housing: affordable and market rate units.</b> Would require that a mixed-income multifamily structure that is constructed on or after January 1, 2022, 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 that is constructed on or after January 1, 2022, 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>Introduced 2/10/2021</p>	<p>Assembly U. &amp; E.</p>	<p><b>Energy: offshore wind generation.</b> Would require the Energy Commission, in coordination with specified agencies, to develop a strategic plan to achieve a goal of at least 10,000 megawatts of offshore wind energy developments installed off the California coast by 2040, with an interim target of 3,000 megawatts installed by 2030. The bill would require the Energy Commission to submit the strategic plan to the Natural Resources Agency and the Legislature on or before June 1, 2022. The bill would impose various requirements on the Energy Commission in relation to the strategic plan and would require the strategic plan to include specified information relating to identification of sea space, economic and workforce development, transmission planning, and permitting.</p>		
<p><a href="#">AB 550</a> <a href="#">Chiu</a></p>	<p>Amended 3/22/2021</p>	<p>Assembly Transportation</p>	<p><b>Vehicles: speed safety system pilot program.</b> Would require the Secretary of Transportation to, on or before July 1, 2022, develop and adopt guidelines for the implementation of pilot programs that, in the judgment of the secretary, are designed to promote the safe operation of vehicles and the reduction of speed-related fatalities and injuries by authorizing the limited use of speed safety systems, as defined. In developing the guidelines, the bill would require the secretary to, among other things, consult with certain entities, including the Department of Transportation and local governments, and work collaboratively with privacy stakeholders to consider and adopt guidelines regarding privacy and use of data, as specified. The bill would require the secretary to post the final adopted guidelines on the Transportation Agency's internet website and submit the guidelines to the appropriate policy committees of the Legislature.</p>		

<p><a href="#">AB 561</a> <a href="#">Ting</a></p>	<p>Amended 4/6/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Help Homeowners Add New Housing Program: accessory dwelling unit financing.</b> 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><a href="#">AB 571</a> <a href="#">Mayes</a></p>	<p>Amended 3/24/2021</p>	<p>Assembly Housing and Community Development</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, in-lieu fees, and public benefit fees, from being imposed on a housing development's affordable units.</p>		

<p><a href="#">AB 578</a> <a href="#">Fong</a></p>	<p>Introduced 2/11/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Housing and Community Development: grant contracts and agreements.</b> Current law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency. Current law requires the department to administer various grants, including the California Emergency Solutions Grants Program. This bill would require the department to issue and complete, for any grant program administered by the department, all necessary contracts and standard agreements, if applicable, between the department and the grant recipient within 90 days of issuing a grant award letter to the grant recipient. The bill would require the department to issue and complete these contracts and agreements by March 31, 2022, for a grant award letter issued to a grant recipient prior to January 1, 2022.</p>		
<p><a href="#">AB 580</a> <a href="#">Rodriguez</a></p>	<p>Amended 4/5/2021</p>	<p>Assembly Emergency Management</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 to serve on those committees and to ensure the needs of that population are met within that system.</p>		
<p><a href="#">AB 585</a> <a href="#">Rivas, Luz</a></p>	<p>Amended 3/17/2021</p>	<p>Assembly Appropriations</p>	<p><b>Climate change: Extreme Heat and Community Resilience Program.</b> 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><a href="#">AB 602</a> <a href="#">Grayson</a></p>	<p>Amended 4/6/2021</p>	<p>Assembly Local Government</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 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 or exaction, 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. The bill would also require a city, county, or special district to post a written fee schedule or a link directly to the written fee schedule on its internet website.</p>		
<p><a href="#">AB 604</a> <a href="#">Daly</a></p>	<p>Introduced 2/11/2021</p>	<p>Assembly Appropriations</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 605</a> <a href="#">Villapudua</a></p>	<p>Amended 3/11/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Department of Housing and Community Development: program administration: bonus points: housing element.</b> The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development that identifies sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels, as specified. This bill would require the Department of Housing and Community Development to develop and implement a bonus point system for competitive grant and loan programs that are administered by the department and that facilitate the development of housing.</p>		

<p><a href="#">AB 617</a> <a href="#">Davies</a></p>	<p>Introduced 2/12/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Planning and zoning: regional housing needs: exchange of allocation.</b> Would authorize a city or county, by agreement, to transfer all or a portion of its allocation of regional housing need to another city or county. The bill would allow the transferring city to pay the transferee city or county an amount determined by that agreement, as well as a surcharge to offset the impacts and associated costs of the additional housing on the transferee city. The bill would also require the transferring city or county and the transferee city or county to report to the council of governments and the department specified information about the transfer, as provided.</p>		
<p><a href="#">AB 629</a> <a href="#">Chiu</a></p>	<p>Amended 3/22/2021</p>	<p>Assembly Transportation</p>	<p><b>San Francisco Bay area: public transportation.</b> 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><a href="#">AB 642</a> <a href="#">Friedman</a></p>	<p>Introduced 2/12/2021</p>	<p>Assembly Appropriations</p>	<p><b>Wildfires.</b> 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><a href="#">AB 648</a> <a href="#">Fong</a></p>	<p>Introduced 2/12/2021</p>	<p>Assembly Natural Resources</p>	<p><b>Greenhouse Gas Reduction Fund: healthy forest and fire prevention: appropriation.</b> 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><a href="#">AB 678</a> <a href="#">Grayson</a></p>	<p>Amended 3/25/2021</p>	<p>Assembly Local Government</p>	<p><b>Housing development projects: fees and exactions cap.</b> Would prohibit a city or county from imposing a specified fee or exaction if the total dollar amount of the fees and exactions that a city or county would impose on a proposed housing development is greater than 12% of the city's or county's median home price unless approved by the Department of Housing and Community Development. The bill would authorize a city or county to seek approval from the department to impose a fee or an exaction that would result in the total dollar amount of fees and exactions exceeding that limitation by making a specified finding and submitting a completed application for a waiver. The bill would require the department to develop a standard form application for a waiver in conjunction with the Governor's Office of Planning and Research.</p>		
<p><a href="#">AB 680</a> <a href="#">Burke</a></p>	<p>Introduced 2/12/2021</p>	<p>Assembly Labor and Employment</p>	<p><b>Greenhouse Gas Reduction Fund: California Just Transition Act.</b> Would enact the California Just Transition Act, which would require the Labor and Workforce Development Agency to work with the state 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><a href="#">AB 682</a> <a href="#">Bloom</a></p>	<p>Introduced 2/12/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Planning and zoning: cohousing buildings.</b> Would require a city or county with a population of more than 400,000 people to permit the building of cohousing buildings, as defined, in any zone where multifamily residential buildings are permitted. The bill would require that cohousing buildings be permitted on the same basis as multifamily dwelling units. The bill would set minimum standards for the construction of cohousing buildings, including floor-space ratios and setback requirements. The bill would require that specified percentages of cohousing buildings be set aside for affordable housing, as specified.</p>		



<p><a href="#">AB 713</a> <a href="#">Garcia, Cristina</a></p>	<p>Amended 3/22/2021</p>	<p>Assembly Transportation</p>	<p><b>Health analysis: transportation policies, programs, and funding allocations: greenhouse gas emissions scoping plan.</b> Would require the Transportation Agency, in collaboration with specified state agencies, to develop an action plan no later than January 1, 2023, to better integrate health analysis broadly into the design and implementation of the state’s transportation policies, programs, and funding allocations with the goal of maximizing health and health equity benefits. The bill would require the California Transportation Commission and the Department of Transportation to incorporate the action plan into the design and implementation of the transportation policies and programs under their jurisdiction.</p>		
<p><a href="#">AB 758</a> <a href="#">Nazarian</a></p>	<p>Amended 3/11/2021</p>	<p>Assembly Local Government</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 certain utilities furnishing generation, transmission, or distribution of electrical service to retail customers and 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>Introduced 2/16/2021</p>	<p>Assembly Local Government</p>	<p><b>Street closures and designations.</b> 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><a href="#">AB 784</a> <a href="#">Quirk</a></p>	<p>Amended 3/15/2021</p>	<p>Assembly Appropriations</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>Amended 4/5/2021</p>	<p>Assembly Housing and Community Development</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>Amended 3/18/2021</p>	<p>Assembly Jobs, Economic Development and the Economy</p>	<p><b>Green Empowerment Zone for the Northern Waterfront area of the Counties of Contra Costa and Solano.</b> Would establish the Green Empowerment Zone for the Northern Waterfront area of the Counties of Contra Costa and Solano composed of specified cities and governed by a board of directors. The bill would task the directors 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><a href="#">AB 859</a> <a href="#">Irwin</a></p>	<p>Introduced 2/17/2021</p>	<p>Assembly P. &amp; C.P.</p>	<p><b>Mobility devices: personal information.</b> 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><a href="#">AB 880</a> <a href="#">Aguiar-Curry</a></p>	<p>Introduced 2/17/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Affordable Disaster Housing Revolving Development and Acquisition Program.</b> 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><a href="#">AB 897</a> <a href="#">Mullin</a></p>	<p>Amended 4/7/2021</p>	<p>Assembly Natural Resources</p>	<p><b>Office of Planning and Research: regional climate networks: climate adaptation action plans.</b> 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>		

<p><a href="#">AB 906</a> <a href="#">Carrillo</a></p>	<p>Introduced 2/17/2021</p>	<p>Assembly Revenue and Taxation</p>	<p><b>Zero-emission trucks: tax and fee exemptions.</b> Current 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. Those laws provide various exemptions from those taxes. This bill would exempt from those taxes, on and after January 1, 2022, the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, fuel for the operation of a zero-emission medium- or heavy-duty truck that is the subject of a lease entered into after July 1, 2022, with specified characteristics.</p>		
<p><a href="#">AB 917</a> <a href="#">Bloom</a></p>	<p>Introduced 2/17/2021</p>	<p>Assembly P. &amp; C.P.</p>	<p><b>Vehicles: video imaging of parking violations.</b> Current law authorizes the City and County of San Francisco (San Francisco) and, until January 1, 2022, the Alameda-Contra Transit District, to enforce parking violations in specified transit-only traffic lanes through the use of video imaging and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. 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 laws 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 indefinitely.</p>		
<p><a href="#">AB 950</a> <a href="#">Ward</a></p>	<p>Introduced 2/17/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Department of Transportation: sales of excess real property: affordable housing.</b> 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, as specified. The bill would exempt these transfers and sales from the California Environmental Quality Act.</p>		

<p><a href="#">AB 965</a> <a href="#">Levine</a></p>	<p>Introduced 2/17/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Building standards: electric vehicle charging infrastructure.</b> 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><a href="#">AB 970</a> <a href="#">McCarty</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Local Government</p>	<p><b>Planning and zoning: electric vehicle charging stations: permit application: approval.</b> 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, as specified. The bill would require an application to install an electric vehicle charging station to be deemed approved if 15 business days after the application was submitted, (1) the city, county, or city and county has not approved the application, as specified, (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, as specified, and (3) all required approvals from the local publicly owned electric utility or electrical cooperative have been obtained.</p>		
<p><a href="#">AB 978</a> <a href="#">Quirk-Silva</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Mobilehome parks: rent caps.</b> Would, until January 1, 2030, prohibit the management of a mobilehome park from increasing the gross rental rate for a tenancy for a mobilehome space 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, as specified. The bill would prohibit management of a mobilehome park from increasing the gross rental rate for a tenancy in more than 2 increments over a 12-month period, after the tenant maintains a tenancy over a 12-month period. The bill would exempt specified mobilehome spaces from these provisions, including, among others, mobilehome spaces restricted by deed, regulatory restriction contained in an agreement with a government agency, or other recorded document as affordable for very low, low-, or moderate-income persons and families and mobilehome spaces within a resident-owned mobilehome park.</p>		

<p><a href="#">AB 981</a> <a href="#">Frazier</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Natural Resources</p>	<p><b>Forestry: California Fire Safe Council.</b> 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 recommend to the Legislature on how the programs identified by the council can be coordinated to increase the effectiveness of those programs.</p>		
<p><a href="#">AB 983</a> <a href="#">Garcia, Eduardo</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Labor and Employment</p>	<p><b>Public contracts: construction projects: community workforce agreements.</b> 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 for specified construction projects, including projects related to renewable energy and installation of emission controls in refineries.</p>		
<p><a href="#">AB 984</a> <a href="#">Rivas, Luz</a></p>	<p>Amended 4/7/2021</p>	<p>Assembly P. &amp; C.P.</p>	<p><b>Vehicle identification and registration: alternative devices.</b> 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.</p>		
<p><a href="#">AB 1028</a> <a href="#">Seyarto</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Labor and Employment</p>	<p><b>Telework Flexibility Act.</b> Current law, with various exceptions, generally establishes 8 hours as a day's work and a 40-hour workweek and requires the payment of prescribed overtime compensation for additional hours worked. This bill would permit an individual nonexempt employee to request an employee-selected remote work flexible work schedule providing for workdays up to 10 hours per day within a 40-hour workweek and would allow an employer to implement this schedule without the obligation to pay overtime compensation for those additional hours in a workday, except as specified.</p>		

<p><a href="#">AB 1029</a> <a href="#">Mullin</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Housing and Community Development</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>Amended 4/5/2021</p>	<p>Assembly Transportation</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, 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><a href="#">AB 1047</a> <a href="#">Daly</a></p>	<p>Amended 3/26/2021</p>	<p>Assembly Appropriations</p>	<p><b>Road Repair and Accountability Act of 2017: reporting internet website.</b> 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><a href="#">AB 1049</a> <a href="#">Davies</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Transportation</p>	<p><b>Public Transportation Account: loan repayment.</b> 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><a href="#">AB 1056</a> <a href="#">Grayson</a></p>	<p>Amended 3/18/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Infrastructure financing: industrialized housing.</b> The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank (bank) and sets forth the powers and duties of the bank including authority to make loans, issue bonds, and provide financial assistance relating to economic development or public development facilities. This bill would require the Department of Housing and Community Development and the bank to develop a proposed program, as specified, to invest in the building of offsite industrialized housing to support the policy goal of increasing the state's capacity to quickly respond to additional housing needs precipitated by homelessness, wildfires, COVID-19, or other emergency situations. The bill would require the department and the bank to report its recommendations to the Legislature by January 1, 2023, including whether and how industrialized housing would alleviate the state's housing, homelessness, and disaster response needs.</p>		

<p><a href="#">AB 1075</a> <a href="#">Wicks</a></p>	<p>Amended 3/18/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Planning and zoning: residential developments.</b> Would require a local government to deem a residential development compliant with its local zoning requirements if the proposed development is located on a site that meets specified requirements, including that the development is not located within a wetland, as defined, or within a very high fire hazard severity zone, as defined, and that the proposed development is zoned residential. The bill would require the residential development to meet certain requirements, including that the development meets objective design review standards. If the proposed project is subject to an inclusionary housing ordinance when the project application is submitted, the bill would require the project to satisfy the requirements of the inclusionary housing ordinance.</p>		
<p><a href="#">AB 1091</a> <a href="#">Berman</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Local Government</p>	<p><b>Santa Clara Valley Transportation Authority: board of directors.</b> 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><a href="#">AB 1099</a> <a href="#">Rivas, Robert</a></p>	<p>Amended 3/25/2021</p>	<p>Assembly Natural Resources</p>	<p><b>Environmental equity: principles: bond and fund expenditures.</b> The State General Obligation Bond Law contains procedures for use in authorizing the issuance, sale, and providing for the repayment of, state general obligation bonds. Current law establishes various funds in the State Treasury for purposes of providing financial incentives to eligible entities for specified purposes. This bill would require the administration of proceeds from the sales of bonds issued under a bond act that is enacted by the Legislature and is approved by the voters on or after January 1, 2022, pursuant to the State General Obligation Bond Law and that addresses environmental issues, and the administration of certain funds established on or after January 1, 2022, that provide financial assistance to eligible entities to incorporate certain principles of environmental equity.</p>		

<p><a href="#">AB 1110</a> <a href="#">Rivas, Robert</a></p>	<p>Amended 3/23/2021</p>	<p>Assembly Jobs, Economic Development and the Economy</p>	<p><b>Zero-emission vehicles: California Clean Fleet Accelerator Program: Climate Catalyst Revolving Loan Fund Program.</b> Would establish the California Clean Fleet Accelerator Program, administered by the Department of General Services (DGS). The bill would require DGS, in consultation with specified state agencies and regional and local entities, to develop a nonmandatory master service agreement to solicit bids from eligible vendors for standardized, bulk purchase options for the acquisition of zero-emission fleet vehicles, as defined, by a public agency, as defined. The bill would require that the master service agreement, at minimum, establish standard pricing for bulk purchases of zero-emission fleet vehicles, taking into consideration applicable financial incentives and low-cost financing options.</p>		
<p><a href="#">AB 1135</a> <a href="#">Grayson</a></p>	<p>Amended 3/25/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>State of California Housing Allocation Act.</b> 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><a href="#">AB 1143</a> <a href="#">Berman</a></p>	<p>Amended 3/24/2021</p>	<p>Assembly Judiciary</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 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><a href="#">AB 1147</a> <a href="#">Friedman</a></p>	<p>Amended 3/18/2021</p>	<p>Assembly Natural Resources</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, and local governments to assist the council in completing the report.</p>		
<p><a href="#">AB 1157</a> <a href="#">Lee</a></p>	<p>Amended 3/15/2021</p>	<p>Assembly Appropriations</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>Amended 4/6/2021</p>	<p>Assembly Housing and Community Development</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, 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><a href="#">AB 1188</a> <a href="#">Wicks</a></p>	<p>Amended 4/5/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Rental registry online portal.</b> Would require cities and counties to create and administer a rental registry online portal, which would be designed to receive specified information from landlords, including state and local governmental agencies that own or operate public housing, that own or operate 5 or more rental dwelling units regarding their residential tenancies and to disseminate this information to the general public. The bill would require that the rental registry online portal, and the form necessary to support it, be completed by January 1, 2024. The bill would require landlords, under penalty of perjury, to provide a variety of information regarding the location of rental property, its ownership, and its occupancy, among other things.</p>		
<p><a href="#">AB 1202</a> <a href="#">Cervantes</a></p>	<p>Amended 3/22/2021</p>	<p>Assembly Emergency Management</p>	<p><b>Emergency services: local government: local assistance centers: access and functional needs.</b> 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 to aid in sheltering and transporting its homeless population during local and state emergencies and emergency evacuations.</p>		
<p><a href="#">AB 1209</a> <a href="#">McCarty</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Transportation</p>	<p><b>Transportation planning: Sacramento Area Council of Governments: Green Means Go Grant and Loan Program.</b> Would require the Sacramento Area Council of Governments, upon appropriation by the Legislature, to develop and administer the Green Means Go Grant and Loan Program to award competitive grants and revolving loans to cities, counties, and special districts within the Sacramento region for qualifying projects within and benefitting green zones, as defined. The bill would require SACOG, on or before November 1, 2023, and annually thereafter, to submit a report to the Legislature describing the development and administration of that program, amount of moneys awarded pursuant to that program, and status of projects for which that program's moneys were awarded.</p>		

<p><a href="#">AB 1220</a> <a href="#">Rivas, Luz</a></p>	<p>Amended 3/11/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Homelessness: Office to End Homelessness.</b> Would create the Office to End Homelessness, which would be administered by the Secretary on Homelessness appointed by the Governor. The bill would require that the office serve the Governor as the lead entity for ending homelessness in California and would task the office with coordinating homeless programs, services, data, and policies between federal, state, and local agencies, among other responsibilities. The bill would require the office to exercise various powers and duties, including, among others, making recommendations to the Governor and the Legislature regarding new state policies, programs, and actions on homelessness. The bill would require the office to be comprised of specified employees serving within the state civil service and to oversee and carry out the existing mandates of the Homeless Coordinating and Financing Council, as defined and as specified.</p>		
<p><a href="#">AB 1226</a> <a href="#">McCarty</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Transportation</p>	<p><b>Capitol Corridor rail line: capital improvements: appropriation.</b> 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.</p>		
<p><a href="#">AB 1238</a> <a href="#">Ting</a></p>	<p>Amended 3/25/2021</p>	<p>Assembly Transportation</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 delete that prohibition.</p>		
<p><a href="#">AB 1255</a> <a href="#">Bloom</a></p>	<p>Amended 4/6/2021</p>	<p>Assembly Natural Resources</p>	<p><b>Fire prevention: fire risk reduction guidance: local assistance grants.</b> 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.</p>		

<p><a href="#">AB 1258</a> <a href="#">Nguyen</a></p>	<p>Amended 3/22/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Housing element: regional housing need plan: judicial review.</b> Under current law the Department of Housing and Community Development, in consultation with each council of governments, determines each region's existing and projected housing needs. Under existing law, upon making that determination, the council of governments may object to the determination, and the department is required to respond to an objection by making a final written determination. Current law requires that, based on the determination of the department, a council of governments, or for cities and counties without a council of governments, the department, adopts a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. This bill would subject the department's final written determination of a region's housing needs to judicial review in an action brought by the council of governments. The bill would also subject the final regional housing need plan adopted by the council of governments or the department, as the case may be, to judicial review.</p>		
<p><a href="#">AB 1271</a> <a href="#">Ting</a></p>	<p>Amended 4/6/2021</p>	<p>Assembly Local Government</p>	<p><b>Surplus land.</b> Would add to the definition of "exempt surplus land" a former military base or other planned residential or mixed-use development of adjacent or nonadjacent parcels of greater than 5 total acres, that are subject to a written plan, where at least one of the owners is a local agency and meets other specified criteria. This bill would provide that the surplus land provisions as specified do not preclude a local agency that purchases surplus land from a disposing agency from reconveying the surplus land to a nonprofit or for-profit housing developer for development of low- and moderate-income housing as authorized under other provisions of law. The bill would provide that any local agency disposing of surplus land to a specified entity that intends to use the land for specified purposes, including low- and moderate-income housing purposes, may provide for a payment period of up to 20 years in any contract of sale or sale by trust deed for the land.</p>		



<p><a href="#">AB 1277</a> <a href="#">Rubio, Blanca</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Natural Resources</p>	<p><b>California Environmental Quality Act: student housing development projects: expedited judicial review.</b> CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA and a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would authorize a public university, as defined, carrying out a project to certify the project as a student housing development project if the project meets certain requirements.</p>		
<p><a href="#">AB 1295</a> <a href="#">Muratsuchi</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Local Government</p>	<p><b>Residential development agreements: very high fire risk areas.</b> Current law requires the Director of Forestry and Fire Protection to identify areas in the state as very high fire hazard severity zones based on the severity of fire hazard that is expected to prevail in those areas, as specified, and requires each local agency to designate, by ordinance, the very high fire hazard severity zones in its jurisdiction. Current law additionally requires the director to classify lands within state responsibility areas into fire hazard severity zones. This bill, beginning on or after January 1, 2022, would prohibit the legislative body of a city or county from entering into a residential development agreement for property located in a very high fire risk area. The bill would define "very high fire risk area" for these purposes to mean a very high fire hazard severity zone designated by a local agency or a fire hazard severity zone classified by the director.</p>		

<p><a href="#">AB 1297</a> <a href="#">Holden</a></p>	<p>Amended 3/30/2021</p>	<p>Assembly Jobs, Economic Development and the Economy</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 is required for the operation of the facilities and the housing is not financed by any tax-exempt bonds issued by the bank and subject to a state allocation of private activity bond volume.</p>		
<p><a href="#">AB 1304</a> <a href="#">Santiago</a></p>	<p>Amended 4/5/2021</p>	<p>Assembly Housing and Community Development</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 1322</a> <a href="#">Bonta</a></p>	<p>Amended 4/5/2021</p>	<p>Assembly Local Government</p>	<p><b>Land use: local measures: conflicts.</b> 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><a href="#">AB 1329</a> <a href="#">Nazarian</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Building codes: earthquakes: functional recovery standard.</b> 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 specify that if a functional recovery standard is not completed in time for inclusion in the building code with an effective date of January 1, 2026, engineered buildings, as defined, will be assigned to Risk Category IV, as defined in the building code.</p>		
<p><a href="#">AB 1337</a> <a href="#">Lee</a></p>	<p>Amended 4/7/2021</p>	<p>Assembly Public Safety</p>	<p><b>Transportation: 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 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><a href="#">AB 1358</a> <a href="#">Bonta</a></p>	<p>Amended 3/25/2021</p>	<p>Assembly Accountability and Administrative Review</p>	<p><b>Demographics: ancestry and ethnic origin.</b> 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><a href="#">AB 1365</a> <a href="#">Bonta</a></p>	<p>Amended 3/25/2021</p>	<p>Assembly Accountability and Administrative Review</p>	<p><b>Public contracts: clean concrete.</b> The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. This bill would require the Department of General Services, on or before January 1, 2024, to establish and publish a maximum acceptable global warming potential for concrete, as specified. The bill would, beginning January 1, 2022, require an awarding authority to require a winning bidder for an eligible project to submit an Environmental Product Declaration developed in accordance with specified standards prior to installation of any concrete products..</p>		
<p><a href="#">AB 1370</a> <a href="#">Quirk-Silva</a></p>	<p>Amended 3/18/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Housing element: annual report: housing units.</b> The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law requires the planning agency of a city or county to provide an annual report that includes specified information by April 1 of each year to specified entities, including the Department of Housing and Community Development. Among other things, existing law requires that this report include the progress in meeting the city's or county's share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require that the annual report include the total number of housing units that received a certificate of occupancy in the prior year.</p>		
<p><a href="#">AB 1372</a> <a href="#">Muratsuchi</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Right to temporary shelter.</b> Would require every city, or every county in the case of unincorporated areas, to provide every person who is homeless, as defined, with temporary shelter, mental health treatment, resources for job placement, and job training until the person obtains permanent housing if the person has actively sought temporary shelter in the jurisdiction for at least 3 consecutive days and has been unable to gain entry into all temporary shelters they sought for specified reasons. The bill would require the city or county, as applicable, to provide a rent subsidy, as specified, if it is unable to provide temporary shelter. The bill would authorize a person who is homeless to enforce the bill's provisions by bringing a civil action.</p>		

<p><a href="#">AB 1384</a> <a href="#">Gabriel</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Natural Resources</p>	<p><b>Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022.</b> 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><a href="#">AB 1395</a> <a href="#">Muratsuchi</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Natural Resources</p>	<p><b>Greenhouse gases: carbon neutrality.</b> 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 board to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward achieving carbon neutrality, to set and manage targets and accounting for negative emissions separately from existing and future greenhouse gas emissions reduction targets, and to ensure that updates to the scoping plan identify and recommend measures to achieve carbon neutrality. The bill would require a specified plan prepared by the state board and other specified agencies to include sequestration targets consistent with achieving carbon neutrality, and would impose other requirements on state agencies relating to working toward carbon neutrality.</p>		

<p><a href="#">AB 1398</a> <a href="#">Bloom</a></p>	<p>Amended 4/6/2021</p>	<p>Assembly Housing and Community Development</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, existing 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><a href="#">AB 1401</a> <a href="#">Friedman</a></p>	<p>Amended 4/5/2021</p>	<p>Assembly Local Government</p>	<p><b>Residential and commercial development: parking requirements.</b> 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.</p>		
<p><a href="#">AB 1409</a> <a href="#">Levine</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Emergency Management</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="#">AB 1442</a> <a href="#">Ting</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<p><b>Accessory dwelling units.</b> 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><a href="#">AB 1445</a> <a href="#">Levine</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Planning and zoning: regional housing need allocation: climate change impacts.</b> The Planning and Zoning Law requires each 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 mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, current law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Current law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. This bill would require that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.</p>		
<p><a href="#">AB 1449</a> <a href="#">Wicks</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<p><b>Housing.</b> The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. That law requires the building department of every city or county to enforce within its jurisdiction the provisions of the State Building Standards Code, the provisions of the State Housing Law, and specified other rules and regulations promulgated pursuant to that law. This bill would make nonsubstantive changes to the provision naming the State Housing Law.</p>		



<p><a href="#">AB 1453</a> <a href="#">Muratsuchi</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Labor and Employment</p>	<p><b>Environmental justice: Just Transition Advisory Commission: Just Transition Plan.</b> 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><a href="#">AB 1459</a> <a href="#">Patterson</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<p><b>Home hardening and defensible space clearance.</b> Would state the intent of the Legislature to enact legislation that would provide funding for grants to homeowners in very high fire hazard severity zones for home hardening and defensible space clearance efforts.</p>		
<p><a href="#">AB 1462</a> <a href="#">Fong</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Affordable housing: grant programs: progress payments.</b> Current law establishes various housing programs administered by the Department of Housing and Community Development, including, among others, the CalHome Program to enable low- and very low income households to become or remain homeowners and the California Emergency Solutions Grants Program the purpose of addressing the crisis of homelessness in California. This bill would require the department to establish and administer a progress payment option for grants distributed pursuant to any program administered by the department that relates to the development of affordable housing, including, among other, the CalHome Program and the California Emergency Solutions Grants Program described above.</p>		
<p><a href="#">AB 1486</a> <a href="#">Carrillo</a></p>	<p>Amended 4/7/2021</p>	<p>Assembly Natural Resources</p>	<p><b>California Environmental Quality Act: housing.</b> Would, until January 1, 2025, exempt from CEQA the adoption of a housing element, revisions of a housing element, and amendments to other general plan elements to ensure consistency with the housing element or comply with legal requirements triggered by a housing element revision, amendment, or update.</p>		

<p><a href="#">AB 1492</a> <a href="#">Bloom</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Department of Housing and Community Development: high-opportunity areas.</b> 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, as provided, by January 1, 2023, in accordance with specified requirements and to update those designations within 6 months of the adoption of new Opportunity Maps by the California Tax Credit Allocation Committee.</p>		
<p><a href="#">AB 1499</a> <a href="#">Daly</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Appropriations</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 delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely.</p>		
<p><a href="#">AB 1500</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Water, Parks and Wildlife</p>	<p><b>Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022.</b> 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 \$6,700,000,000 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><a href="#">AB 1521</a> <a href="#">Kamlager</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<p><b>Earthquake protection standards.</b> Current law requires that every building or structure, and every portion thereof, be designed and constructed to resist stresses produced by lateral forces as provided in the State Building Standards Code. Current law requires city and county building departments to enforce these provisions and prohibits a person from constructing a building subject to these requirements without obtaining a written permit for that purpose from the appropriate enforcement agency. Current law excludes certain buildings from these requirements, including a building not intended primarily for occupancy by human beings and located entirely outside the limits of a city or city and county. This bill would make nonsubstantive changes to these exclusions.</p>		
<p><a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a></p>	<p>Introduced 12/7/2020</p>	<p>Assembly Print</p>	<p><b>Local government financing: affordable housing and public infrastructure: voter approval.</b> The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, 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><a href="#">ACA 7</a> <a href="#">Muratsuchi</a></p>	<p>Introduced 3/16/2021</p>	<p>Assembly Print</p>	<p><b>Local government: police power: municipal affairs: land use and zoning.</b> 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>		

<a href="#">ACR 33</a> <a href="#">Friedman</a>	Introduced 2/19/2021	Assembly Natural Resources	<p><b>Wildfire mitigation.</b> 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>		
<a href="#">SB 1</a> <a href="#">Atkins</a>	Amended 3/23/2021	Senate Environmental Quality	<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>		
<a href="#">SB 5</a> <a href="#">Atkins</a>	Amended 3/10/2021	Senate Housing	<p><b>Affordable Housing Bond Act of 2022.</b> 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><a href="#">SB 7</a> <a href="#">Atkins</a></p>	<p>Amended 2/18/2021</p>	<p>Assembly Desk</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 10</a> <a href="#">Wiener</a></p>	<p>Amended 3/22/2021</p>	<p>Senate Gov. &amp; F.</p>	<p><b>Planning and zoning: housing development: density.</b> Would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass 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 adopted to amend the jurisdiction's General Plan 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><a href="#">SB 12</a> <a href="#">McGuire</a></p>	<p>Introduced 12/7/2020</p>	<p>Senate Housing</p>	<p><b>Local government: planning and zoning: wildfires.</b> 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>		

<a href="#">SB 36</a> <a href="#">Skinner</a>	Introduced 12/7/2020	Senate Rules	<p><b>Energy efficiency.</b> Current law authorizes the State Energy Resources Conservation and Development Commission to prescribe, by regulation, energy efficiency standards, including appliance efficiency standards. This bill would make nonsubstantive revisions to these provisions.</p>		
<a href="#">SB 45</a> <a href="#">Portantino</a>	Introduced 12/7/2020	Senate Gov. & F.	<p><b>Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022.</b> 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 \$5,510,000,000 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>		
<a href="#">SB 51</a> <a href="#">Durazo</a>	Amended 3/8/2021	Assembly Third Reading	<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>		
<a href="#">SB 69</a> <a href="#">McGuire</a>	Amended 3/10/2021	Senate Transportation	<p><b>North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit District.</b> Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín 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><a href="#">SB 99</a> <a href="#">Dodd</a></p>	<p>Introduced 12/28/2020</p>	<p>Senate Energy, Utilities and Communications</p>	<p><b>Community Energy Resilience Act of 2021.</b> Would set forth guiding principles for plan development, including equitable access to reliable energy, as provided, and integration with other existing local planning documents. The bill would require a plan to, among other things, ensure that a reliable electricity supply is maintained at critical facilities and identify areas most likely to experience a loss of electrical service. This bill contains other related provisions.</p>		
<p><a href="#">SB 210</a> <a href="#">Wiener</a></p>	<p>Amended 3/15/2021</p>	<p>Senate Appropriations Suspense File</p>	<p><b>Automated license plate recognition systems: use of data.</b> 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><a href="#">SB 222</a> <a href="#">Dodd</a></p>	<p>Amended 4/5/2021</p>	<p>Senate Energy, Utilities and Communications</p>	<p><b>Water Rate Assistance Program.</b> 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 program. The bill would make moneys in the fund available upon appropriation by the Legislature to the department to provide, in consultation with the state board, as part of the Water Rate Assistance Program established by the bill, direct water bill assistance, water bill credits, water crisis assistance, affordability assistance, and technical assistance to small public water systems.</p>		
<p><a href="#">SB 234</a> <a href="#">Wiener</a></p>	<p>Amended 3/2/2021</p>	<p>Senate Housing</p>	<p><b>Transition Aged Youth Housing Program.</b> 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><a href="#">SB 261</a> <a href="#">Allen</a></p>	<p>Introduced 1/27/2021</p>	<p>Senate Transportation</p>	<p><b>Regional transportation plans: sustainable communities strategies.</b> current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.</p>		
<p><a href="#">SB 274</a> <a href="#">Wieckowski</a></p>	<p>Amended 4/5/2021</p>	<p>Senate Appropriations</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>Introduced 2/1/2021</p>	<p>Senate Gov. &amp; F.</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>Amended 3/17/2021</p>	<p>Senate Appropriations Suspense File</p>	<p><b>California Community Colleges: affordable housing.</b> 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><a href="#">SB 339</a> <a href="#">Wiener</a></p>	<p>Amended 4/5/2021</p>	<p>Senate Transportation</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 345</a> <a href="#">Becker</a></p>	<p>Amended 3/23/2021</p>	<p>Senate Appropriations Suspense File</p>	<p><b>Energy programs and projects: nonenergy benefits.</b> 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><a href="#">SB 440</a> <a href="#">Dodd</a></p>	<p>Introduced 2/16/2021</p>	<p>Senate Insurance</p>	<p><b>Earthquake and wildfire loss mitigation.</b> 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><a href="#">SB 449</a> <a href="#">Stern</a></p>	<p>Introduced 2/16/2021</p>	<p>Senate Banking and Financial Institutions</p>	<p><b>Climate-related financial risk.</b> Would require a bank, corporation, credit union, finance lender, insurer, investment advisor, real estate investment trust, and mortgage lender, as those terms are defined, to, before January 1, 2023, and annually thereafter, prepare a climate-related financial risk report, as defined, and to submit to the Department of Financial Protection and Innovation, and make available to the public on its own internet website, a copy of that report. The bill would also require those financial institutions to submit to the department a statement affirming that the climate-related financial risk report discloses all climate-related financial risk.</p>		
<p><a href="#">SB 475</a> <a href="#">Cortese</a></p>	<p>Amended 3/10/2021</p>	<p>Senate Environmental Quality</p>	<p><b>Transportation planning: sustainable communities strategies.</b> Would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan's consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity.</p>		
<p><a href="#">SB 477</a> <a href="#">Wiener</a></p>	<p>Introduced 2/17/2021</p>	<p>Senate Appropriations Suspense File</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, 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><a href="#">SB 478</a> <a href="#">Wiener</a></p>	<p>Introduced 2/17/2021</p>	<p>Senate Gov. &amp; F.</p>	<p><b>Planning and Zoning Law: housing development projects.</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. The law also 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 specified standards, including a minimum lot size that exceeds an unspecified number of square feet on parcels zoned for at least 2, but not more than 4, units or a minimum lot size that exceeds an unspecified number of square feet on parcels zoned for at least 5, but not more than 10, units.</p>		
<p><a href="#">SB 499</a> <a href="#">Leyva</a></p>	<p>Introduced 2/17/2021</p>	<p>Senate Gov. &amp; F.</p>	<p><b>General plan: land use element: uses adversely impacting health outcomes.</b> Would prohibit the land use element from designating land uses that have the potential to significantly degrade local air, water, or soil quality or to adversely impact health outcomes in disadvantaged communities to be located, or to materially expand, within or adjacent to a disadvantaged community or a racially and ethnically concentrated area of poverty. By expanding the duties of cities and counties in the administration of their land use planning duties, the bill would impose a state-mandated local program.</p>		

<p><a href="#">SB 500</a> <a href="#">Min</a></p>	<p>Amended 4/5/2021</p>	<p>Senate Transportation</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 would, beginning January 1, 2025, prohibit the department from accepting an application for original or renewal registration of qualifying autonomous vehicle unless that qualifying autonomous vehicle is a zero-emission vehicle. The bill would define "a qualifying autonomous vehicle" to mean a self-propelled vehicle with specific automation technology that is permitted by the department for deployment as an autonomous vehicle. The bill would define "zero-emission vehicle" to mean a self-propelled vehicle that produces no tailpipe emissions of criteria pollutants, toxic air contaminants, and greenhouse gases when stationary or operating, as determined by the State Air Resources Board.</p>		
<p><a href="#">SB 533</a> <a href="#">Stern</a></p>	<p>Amended 3/5/2021</p>	<p>Senate Energy, Utilities and Communications</p>	<p><b>Electrical corporations: wildfire mitigation plans: deenergization events: microgrids.</b> Would require an electrical corporation to ensure its electrical transmission and distribution system achieves the highest level of safety, reliability, and resiliency by modernizing, upgrading, including by installing one or more microgrids, replacing, hardening, or undergrounding, any portion of its transmission and distribution wires or poles that experiences a specified number of recurring deenergization events, as defined. The bill would require that these measures be completed within 12 months of reaching the specified number of recurring deenergization events. The bill would require that an electrical corporation's wildfire mitigation plan include a description of measures implemented pursuant to this requirement and the number of transmission and distribution wires and poles affected.</p>		

<p><a href="#">SB 548</a> <a href="#">Eggman</a></p>	<p>Amended 4/5/2021</p>	<p>Senate Transportation</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 563</a> <a href="#">Allen</a></p>	<p>Amended 4/5/2021</p>	<p>Senate Gov. &amp; F.</p>	<p><b>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments.</b> 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. Among those conditions, existing law includes requirements that the area financed with those funds is within 1/2 mile of a major transit stop, as specified, and that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. Current law also requires the infrastructure financing plan to require specified minimum percentages of the funds to be used to develop affordable housing, as specified, and to give first priority to income-qualified households displaced from the district, as specified, and secondary priority to households with a member or members employed within 2 miles of the district. Current law authorizes the remaining funds to be used for certain affordable housing, mixed-use, transit, or greenhouse gas emission reduction related projects or programs. 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.</p>		

<p><a href="#">SB 581</a> <a href="#">Atkins</a></p>	<p>Introduced 2/18/2021</p>	<p>Senate Housing</p>	<p><b>General plan.</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. 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><a href="#">SB 621</a> <a href="#">Eggman</a></p>	<p>Amended 4/5/2021</p>	<p>Senate Housing</p>	<p><b>Conversion of motels and hotels: streamlining.</b> Would authorize a development proponent to submit an application for a development for the complete conversion, as defined, of a structure with a certificate of occupancy as a motel or hotel into multifamily housing units to be subject to a streamlined, ministerial approval process, provided that development proponent reserves 10% of the proposed housing units for lower income households, unless a local government has affordability requirements that exceed these requirements. The bill would require the structure proposed to be converted be vacant for at least 6 months prior to the submission of the application, except as provided. The bill would require the development proponent to comply with specified requirements regarding the payment of prevailing rate or per diem wages for construction work related to the part of the development that is a public work and the use of a skilled and trained workforce on the development, except as provided.</p>		
<p><a href="#">SB 623</a> <a href="#">Newman</a></p>	<p>Introduced 2/18/2021</p>	<p>Senate Transportation</p>	<p><b>Electronic toll and transit fare collection systems.</b> Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.</p>	<p>Support</p>	

<p><a href="#">SB 625</a> <a href="#">Caballero</a></p>	<p>Amended 3/25/2021</p>	<p>Senate Appropriations</p>	<p><b>Community development financial institutions: grant program.</b> 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><a href="#">SB 649</a> <a href="#">Cortese</a></p>	<p>Introduced 2/19/2021</p>	<p>Senate Housing</p>	<p><b>Local governments: affordable housing: local tenant preference.</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. Current law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permits 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.</p>		
<p><a href="#">SB 671</a> <a href="#">Gonzalez</a></p>	<p>Amended 4/6/2021</p>	<p>Senate Transportation</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 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><a href="#">SB 674</a> <a href="#">Durazo</a></p>	<p>Introduced 2/19/2021</p>	<p>Senate Transportation</p>	<p><b>Public Contracts: workforce development: transportation-related contracts.</b> 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><a href="#">SB 695</a> <a href="#">Ochoa Bogh</a></p>	<p>Amended 3/7/2021</p>	<p>Senate Gov. &amp; F.</p>	<p><b>Mitigation Fee Act: housing developments.</b> Would prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the local agency prepare and adopt a nexus study, as specified. The bill, for purposes of these provisions, defines "housing impact requirement" as a fee imposed under the Mitigation Fee Act, dedications of parkland or in-lieu fees imposed under the Quimby Act, or a construction excise tax. This bill would require a local agency to adopt a nexus study that is used to demonstrate compliance with these provisions, subject to specified public participation requirements. This bill would prohibit a housing impact requirement from exceeding the amount necessary to maintain the existing level of service identified in the nexus study for the type of capital facility for which the housing impact requirement is imposed.</p>		
<p><a href="#">SB 726</a> <a href="#">Gonzalez</a></p>	<p>Amended 3/11/2021</p>	<p>Senate Environmental Quality</p>	<p><b>Alternative fuel and vehicle technologies: transportation sustainability strategy.</b> Would require the State Air Resources Board and the State Energy Resources Conservation and Development Commission, in coordination with specified state agencies, to jointly develop a comprehensive transportation sustainability strategy. The bill would require the strategy to be adopted by state agencies identified in the strategy. The bill would require, as part of the 2022 update of the scoping plan, the state board to set a greenhouse gas emissions reduction target for the whole transportation sector. The bill would require the Governor to identify and appoint one key lead agency to steer the coordination of zero-emission vehicle deployment across state agencies and to implement the zero-emission vehicle component of the strategy developed by the state board and commission.</p>		

<p><a href="#">SB 728</a> <a href="#">Hertzberg</a></p>	<p>Amended 3/10/2021</p>	<p>Senate Housing</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, 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, as defined, 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><a href="#">SB 735</a> <a href="#">Rubio</a></p>	<p>Amended 3/10/2021</p>	<p>Senate Transportation</p>	<p><b>Vehicles: speed safety cameras.</b> Would authorize a local authority to use a traffic speed safety system, as defined, to enforce speed limits in a school zone. The bill would prescribe requirements for the operation of a traffic speed safety system, including, among other things, notice to the public, issuance of citations, and confidentiality of data. The bill would create an administrative proceeding for persons to pay or contest a citation captured by a traffic speed safety system and a procedure to appeal an adverse decision. The bill would impose a civil penalty for a violation. The bill would require the use of the online adjudicatory tool to determine a person's ability to pay that penalty and require that fees be collected pursuant to the process created in the pilot program described above.</p>		

<p><a href="#">SB 765</a> <a href="#">Stern</a></p>	<p>Introduced 2/19/2021</p>	<p>Senate Housing</p>	<p><b>Accessory dwelling units: setbacks.</b> The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law prohibits a local agency’s accessory dwelling unit ordinance from imposing a setback requirement of more than 4 feet from the side and rear lot lines for an accessory dwelling unit that is not converted from an existing structure or a new structure constructed in the same location and to the same dimensions as an existing structure. This bill would remove the above-described prohibition on a local agency’s accessory dwelling unit ordinance, and would instead provide that the rear and side yard setback requirements for accessory dwelling units may be set by the local agency. The bill would authorize an accessory dwelling unit applicant to submit a request to the local agency for an alternative rear and side yard setback requirement if the local agency’s setback requirements make the building of the accessory dwelling unit infeasible.</p>		
<p><a href="#">SB 771</a> <a href="#">Becker</a></p>	<p>Introduced 2/19/2021</p>	<p>Senate Gov. &amp; F.</p>	<p><b>Sales and Use Tax Law: zero emissions vehicle exemption.</b> Existing 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, an electric or a hybrid electric vehicle for which the final listing price is not greater than \$25,000.</p>		
<p><a href="#">SB 778</a> <a href="#">Becker</a></p>	<p>Amended 3/11/2021</p>	<p>Senate Gov. &amp; F.</p>	<p><b>Planning and zoning: accessory dwelling units.</b> The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law prohibits a local agency from imposing any owner-occupant requirement on a proposed accessory dwelling unit until January 1, 2025, and, thereafter, authorizes a local agency to require that an applicant for a permit for an accessory dwelling unit to be an owner-occupant, subject to certain limitations. This bill would extend the prohibition on owner-occupant requirements for accessory dwelling units under these provisions from January 1, 2025, to January 1, 2028. The bill would make conforming changes with respect to owner-occupant requirements imposed after that date.</p>		

<p><a href="#">SB 780</a> <a href="#">Cortese</a></p>	<p>Amended 4/5/2021</p>	<p>Senate Gov. &amp; F.</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. Current law provides for the membership of the governing body of the district, referred to as the public financing authority. If a district has only one participating affected taxing entity, existing law requires the public financing authority's membership to consist of 3 members of the legislative body and 2 members of the public chosen by the legislative body. This bill would authorize the legislative bodies to appoint 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 798</a> <a href="#">Wieckowski</a></p>	<p>Introduced 2/19/2021</p>	<p>Senate Rules</p>	<p><b>Trade Corridor Enhancement Account.</b> Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision.</p>		
<p><a href="#">SB 809</a> <a href="#">Allen</a></p>	<p>Amended 3/10/2021</p>	<p>Senate Housing</p>	<p><b>Multijurisdictional regional agreements: housing element.</b> Would authorize a city or county to satisfy part of its requirement to identify zones suitable for residential development by adopting and implementing a multijurisdictional regional agreement. The bill would require the multijurisdictional regional agreement to clearly establish the jurisdiction that is contributing suitable land for residential development and the jurisdiction or jurisdictions that are contributing funding for that development. The bill would require that a multijurisdictional regional agreement be between 2 or more cities or counties that are located within the same county or within adjacent counties. This bill would require a jurisdiction that is a party to a multijurisdictional regional agreement under these provisions to provide specified information in its housing element, including how the multijurisdictional regional agreement will satisfy the jurisdiction's housing need for a designated income level.</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>