

# C/CAG

## City/County Association of Governments of San Mateo County

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

### C/CAG LEGISLATIVE COMMITTEE

### MEETING AGENDA

**Date: April 8, 2021**

**Time: 5:30 p.m.**

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings telephonically or by other electronic means. Pursuant to the Shelter-in-Place Orders issued by the San Mateo County Health Officer and the Governor, and the CDC's social distancing guidelines, which discourage large public gatherings, C/CAG meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

Join by Zoom:

<https://us02web.zoom.us/j/81121351114?pwd=amVjcmU2QVFNUFFFR3RGaHZyYXdBQT09>

Meeting ID: 811 2135 1114

Passcode: 204463

Join by Phone: (669) 900-6833

Meeting ID: 811 2135 1114

Passcode: 204463

**PUBLIC NOTICING:** All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Committee. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

**PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to [rbogert@smcgov.org](mailto:rbogert@smcgov.org).
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG Committee members and made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be able to be posted or provided to Committee members prior to the meeting, but such emails will be included in the administrative record of the meeting.

Oral comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The Legislative Committee meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG Staff or the Committee Chair/Vice-Chair call for the item on which you wish to speak, click on "raise hand." C/CAG staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:  
Program Specialist: Reid Bogert at [rbogert@smcgov.org](mailto:rbogert@smcgov.org) or 650-599-1433)

Administrative Assistant: Mima Guilles (650) 599-1406

1	Call to Order	Papan	
2	Brief overview of teleconference meeting procedures	Bogert	
3	Public comment on related items not on the agenda	Papan	
4	Approval of Minutes from March 11, 2021	Action Papan	Pages 1-5
5	Review and receive information on C/CAG legislative policies, priorities, and legislative update	Action Robinson/Papan	Pages 6-67
6	Discuss scheduling virtual meetings with the San Mateo County Delegation	Information Bogert/Papan	Pages 68-69
7	Proposed topics for May 13, 2021 meeting	Information Papan	
8	Adjournment	Papan	

Next Meeting: May 13, 2021

## C/CAG AGENDA REPORT

Date: April 8, 2021  
To: City/County Association of Governments of San Mateo County Legislative Committee  
From: Sandy Wong, Executive Director  
Subject: Review and approve the Legislative Committee meeting minutes from the meeting held on March 11, 2021.

(For further information, contact Reid Bogert at [rbogert@smcgov.org](mailto:rbogert@smcgov.org))

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### RECOMMENDATION

That the Legislative Committee review and approve the Legislative Committee meeting minutes from the meeting held on March 11, 2021.

### ATTACHMENTS

1. Draft C/CAG Legislative Committee Meeting Minutes, March 11, 2021

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
LEGISLATIVE COMMITTEE**

**Draft Meeting Minutes  
March 11, 2021 Meeting**

At 5:30 P.M. the Legislative Committee meeting was called to order via Zoom remote conferencing by Vice Chair Rak.

**Attendance sheet is attached.**

**Guests or Staff Attending:**

Matt Robinson – Shaw / Yoder / Antwih / Schmelzer and Lange, Inc.  
Sandy Wong, Matt Fabry, Sean Charpentier, Reid Bogert, Susy Kalkin, Kaki Cheung, Jeff Lacap  
- C/CAG Staff

**1. Call to Order.**

Vice Chair Rak called the meeting to order at 5:30 p.m. Note Member Lewis joined the meeting at 5:36 p.m. and Chair Papan joined at 5:51 p.m.

**2. Brief overview of teleconference meeting procedures.**

C/CAG staff, Reid Bogert, read the teleconference meeting procedures.

**3. Public Comment.**

None.

**4. Approval of Minutes from February 11, 2021.**

Committee approved the meeting minutes from the February 11, 2021 C/CAG Legislative Committee Special Meeting. Member Chuang MOTIONED approval, SECONDED by Member Gauthier. Roll-call vote was taken.

Motion to approve the meeting minutes from the February 11, 2021 meeting. MOTION: Member Chuang; SECOND: Member Gauthier. Motion passed (8:0:0) (Member Lewis and Chair Papan absent).

**5. Received information on C/CAG legislative policies, priorities, and legislative update.**

C/CAG legislative consultant, Matt Robinson, provided updates from the state capitol. Updates included reference to the large number of bills introduced by the deadline on February 19, as well also notice of the President's signature on the American Rescue Plan Act, with significant funds allocated to California and local agencies. The California Cities are estimated to receive \$7

billion. San Mateo County anticipates receiving \$148 million in funds. Governor Newsom issued a notice that transit workers are allowed as frontline workers to be eligible for vaccines. The Caltrans designated funding from the Coronavirus Relief and Response Supplemental Appropriations Act and allocation plans for the local share of the approximately \$911 million to go towards roads and highways are undergoing review during a series of public workshops, which C/CAG staff and consultant are tracking.

Regarding bill updates and recommended actions, Robinson presented three bills for consideration of positions. Robinson presented SB 339 (Weiner) – Road User Charge Pilot Program first, recommending a SUPPORT position. The bill proposes extending the current pilot program for a “gas tax alternative,” allowing the California Transportation Commission to proceed with the pilot program through 2027 and to conduct a volunteer-based, mileage payment and gas tax rebate pilot. The Committee discussed issues of equity and privacy in terms of implementing the pilot payment system. Robinson mentioned there is a technical advisory committee monitoring the pilot program, including representatives from a wider variety of stakeholders. There was an additional question of whether the method for the user charge would be applied to all-lane tolling. Robinson stated this payment system is not linked to the toll lane projects. Vice Chair Rak suggested in a letter of SUPPORT that staff include a request to Senator Weiner that issues of equity and privacy be further evaluated. Member Hurt MOTIONED approval of a SUPPORT on SB 339 with additional language to address equity and privacy issues. Member Lewis SECONDED. Roll-call vote was taken.

Motion to recommend a SUPPORT position for SB 339 (Weiner) with additional language addressing equity and privacy issues. MOTION: Member Hurt; SECOND: Member Lewis. Motion passed unanimously (10:0:0).

Robinson presented AB 1499 (Daly) Design Build Procurement with a SUPPORT recommendation. This bill would eliminate the 2024 repeal date for enabling design build procurement for state highway projects as applicable to Regional Transportation Agencies (including C/CAG) and Caltrans. Member Chuang MOTIONED approval of a SUPPORT on AB 1499. Member Gauthier SECOND. Roll-call vote was taken.

Motion to recommend a SUPPORT position for AB 1499 (Daly). MOTION: Member Chuang; SECOND: Member Gauthier. Motion carried (7:3:0). Yes votes were provided by Members Hurt, Gauthier, Chuang, Papan, Fung, Salazar, Rak. No votes were provided by Members Lewis, Cunningham, Vaterlaus.

Lastly, Robinson introduced AB 377 (Rivas) Water Quality: Impaired Waters with an OPPOSE recommendation, which C/CAG staff, Matt Fabry, provided background. The bill proposes significant changes to the regulatory process for water quality in the state, with a focus on legislating for water quality outcomes and side-stepping state regulatory processes imposed through National Pollutant Discharge Elimination permits (the bill also addresses other water quality permits). The bill is sponsored by the Coast Keeper Alliance, which is focused on concerns regarding stormwater and agricultural permitting processes, especially some of the alternative compliance pathways written into existing water quality permits. There is a coalition of water, stormwater, utilities, special districts and California cities that have taken strong

opposition to the bill. Member Cunningham MOTIONED to approve an OPPOSE position on AB 377. Member Hurt SECONDED.

Motion to approve an OPPOSE position on AB 377 (Rivas). MOTION: Member Cunningham; SECOND: Member Hurt. Motion carried unanimously (10:0:0).

Robinson also flagged AB 455 (Bonta) Bay Bridge Fast Forward, which is on the C/CAG bill list, noting that the bill addresses throughput goals for very high occupancy vehicles on the Bay Bridge, with a focus on transit agencies. Robinson suggested pulling it from the bill list but maintaining it on the longer matrix of bills for C/CAG to monitor. Chair Papan requested maintaining the bill on the shorter reports for information, given the bill could potentially address similar issues on the San Mateo Bridge.

Members also discussed the status of RM3, and concern about decreased revenues, as well as eliminating all-cash tolls, as well as equity issues regarding transponders and supporting lower income commuters. Lastly, members raised questions about the excess ERAF districts and the status of the ongoing process of the State evaluating allocations of excess ERAF funds. C/CAG staff and consultant will reach out to the County's legal and legislative staff to get additional updates. Chair Papan also raised a question about a potential loophole in SB 330 with regards to development fees established after January 2020 when SB 330 was enacted.

#### **6. Discussed scheduling virtual meetings with the San Mateo County Delegation.**

C/CAG staff, Reid Bogert, addressed ongoing plans to meet with San Mateo delegates and other State representatives, noting Senator Becker will be attending the Board meeting after the Legislative Committee meeting. Bogert also noted that staff are reviewing AB 1500 (Garcia/Mullin) Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, and that staff plan to engage Assembly Member Mullin's office on details in the bill regarding climate resiliency and stormwater projects. Chair Papan requested including a list of representatives that Members have met with in past years during "Lobby Day" to help the Committee consider for future meetings. Chair Papan also asked that Committee Members send C/CAG staff notices of any position letters that their local jurisdictions are taking.

#### **7. Adjournment.**

The meeting adjourned at approximately 6:27 P.M.

**Legislative Committee 2021 Attendance Record**

Agency	Name	Jan 14	Jan 27	Feb 11	Mar 11	Apr 8	May 13	Jun 10	Jul 8	Aug	Sep 9	Oct 14	Nov 11	Dec 9
Atherton	Elizabeth Lewis		X	X	X									
Belmont	Davina Hurt (C/CAG Vice Chair starting April 2020)		X	X	X									
Brisbane	Karen Cunningham		X	X	X									
East Palo Alto	Lisa Gauthier		X	X	X									
Hillsborough	Marie Chuang (C/CAG Vice Chair through April 2020 and Chair starting April 2020)		X	X	X									
Millbrae	Gina Papan (Chair from December 2020)		X	X	X									
Millbrae	Anders Fung		X	X	X									
Pacifica	Sue Vaterlaus		X	X	X									
San Bruno	Michael Salazar		X	X	X									
San Carlos	Adam Rak (Vice Chair from February 2021)			X	X									

 no meeting



## C/CAG AGENDA REPORT

Date: April 8, 2021

To: C/CAG Legislative Committee

From: Sandy Wong, Executive Director

Subject: Review and recommend approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).

(For further information, contact Reid Bogert at [rbogert@smcgov.org](mailto:rbogert@smcgov.org))

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### RECOMMENDATION

That the C/CAG Legislative Committee review and recommend approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).

### FISCAL IMPACT

N/A

### SOURCE OF FUNDS

N/A

### BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG's State legislative advocates. Important or interesting issues that arise out of the committee meeting are reported to the Board.

The attached report includes updates from Sacramento with respect to recent committee hearings and bill progress of interest to C/CAG during the month of March, focusing on high interest housing, transportation, water quality and energy related legislation.

There are two bills in the report for which staff and C/CAG's legislative consultant recommend action on for position letters. Staff recommend a SUPPORT position for AB 117 (Boerner Horvath) Air Quality Improvement Program: electric bicycles, which would require the State Air Resources Board to establish an Electric Bicycle Incentive Pilot Project from July 1, 2022 through January 1, 2028 with funding from the Air Quality Improvement Program. Staff also recommend a SUPPORT position on AB 1200 (Ting) Plant-based food packaging: cookware: hazardous chemicals, which would prohibit beginning January 1, 2022 the distribution or sale of food packaging containing perfluoro-alkyl substances (PFAS), a class of harmful persistent and toxic chemicals commonly used in foodware packaging, and would further require additional label information be provided on

cookware containing the same list of chemicals. San Mateo County co-permittees under the Municipal Regional Permit, currently have water quality monitoring regulations related to investigating the presence and pathways of PFAS chemicals in stormwater, and supporting a ban on consumer goods containing PFAS aligns with C/CAG's adopted Legislative Policies for addressing pollution at the source and through state regulatory frameworks for the manufacture and distribution of consumer goods containing pollutants of concern. As noted in the bill report, C/CAG staff and consultant are watching several housing related bills of interest, including SB 7 (Atkins)

Jobs and Economic Improvement Through Environmental Leadership Act, SB 9 (Atkins) Ministerial Approval of Housing Developments and SB 10 (Weiner) Housing Production. Note, for information, the City of Millbrae has taken an OPPOSE position on SB 9 (see Attachment 2).

Though not related specifically to C/CAG's adopted Legislative Policies, staff are including an alert on SB 82 (Skinner) Petty theft (see Attachment 3), which is a bill that has statewide significance with respect to criminal justice reform in California. The bill would define petty theft in the first degree without use of a deadly weapon and where property taken does not exceed \$950 as a misdemeanor. This alert is for information only for Committee Members to share with their local jurisdictions as deemed appropriate. There is no recommended action, nor will C/CAG staff continue tracking the bill.

Additionally, at the March 11, 2021 Committee meeting, Chair Papan flagged SB 330 (Chiu) Housing Crisis Act of 2019 regarding an apparent loophole in how development projects are proceeding with legal challenges regarding the imposition of new vs. increased fees during the project application process as defined in SB 330. The noted concern from jurisdictions is that municipalities that have established new development fees after January 1, 2020, are facing costly lawsuits and potentially inadvertently forfeiting the ability to establish new fees. Among several statutes intended to provide protections for development projects under the Housing Accountability Act, SB 330 changes Zoning and Planning Law to prohibit jurisdictions for increasing fees and changes standards during the project application process; though it does allow fee increases if the establishing resolution or ordinance specifies automatic increases in the fee over time. This bill is already enacted bill is being flagged for information.

For additional information with respect to what the Metropolitan Transportation Commission/Association of Bay Area Governments Joint Legislative Committee is tracking, staff has also included the MTC/ABAG 2021 bill matrix from March 11, 2021 as Attachment 4.

## **ATTACHMENTS**

1. C/CAG Legislative Update, April 2, 2021 from Shaw Yoder Antwih Schmelzer & Lange
2. 2021-03-11 Millbrae Oppose Letter SB 9 (Atkins)
3. SB 82 (Skinner) Petty theft, Amended March 18, 2021
4. Joint MTC/ABAG Legislative Committee bill matrix, March 11, 2021
5. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>
6. Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslparkers.com/clients/>

April 1, 2021

TO: Board of Directors, City/County Association of Governments of San Mateo County

FM: Matt Robinson & Andrew Antwih, Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – April 2021**

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### ***Legislative Update***

The Legislature returns from Spring Recess on April 5 and policy committee hearings will pick up significantly. The houses have until the beginning of June to move bills to the other house. Additionally, the work to build the FY 2021-22 State Budget continues and, as a reminder, the Legislature must send the Governor the Budget Bill by June 15.

### ***Bills of Interest***

#### **SB 7 (Atkins) Jobs and Economic Improvement Through Environmental Leadership Act**

The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for CEQA streamlining. The existing authority expired at the end of 2020 and [this bill](#) would reestablish the authority of the Governor to certify a project to January 1, 2024 and would more specifically include housing development projects meeting certain conditions to the list of projects eligible for certification. MTC took a SUPPORT position on this bill. ***We are WATCHING this bill for C/CAG.***

#### **SB 9 (Atkins) Ministerial Approval of Housing Developments**

[This bill](#) would require a proposed housing development containing 2 residential units (duplexes) to be considered ministerially, without discretionary review or hearing, in areas zoned as single-family if the proposed housing development meets certain requirements. CEQA requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment. CEQA does not apply to the approval of ministerial projects. By establishing the ministerial review process described above, the bill would exempt these projects from CEQA. The League of Cities took an OPPOSE UNLESS AMENDED position on this bill (letter [here](#)). ***We are WATCHING this bill for C/CAG.***

#### **SB 10 (Wiener) Housing Production**

[This bill](#) would authorize local governments to rezone neighborhoods for increased housing density, up to ten homes per parcel and would require a legislative body pass a resolution to adopt the plan and exempts that zoning action from being considered a project under the California Environmental Quality Act. To be eligible, an area must be urban infill, or be near high quality public transportation or a job-rich

area. The local government can determine whether the individual projects will be ministerial/by right or subject to discretionary approval. MTC took a SUPPORT position on this bill. ***We are WATCHING this bill for C/CAG.***

### **SB 339 (Wiener) Road User Charge**

Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee 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 and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. [This bill](#) would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. ***The C/CAG Board SUPPORTS this bill.***

### **AB 115 (Bloom) Commercial Property for Housing**

[This bill](#), 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 authorized on a commercially zoned site if certain conditions are met, including 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 and that it is not adjacent to an industrial use, defined as utilities, manufacturing, wholesale trade, transportation, and warehousing. The bill would also require the city or county to apply certain height, density, and floor area ratio standards to a housing development that meets these criteria. The League of Cities has no position on this bill.

### **AB 117 (Boerner-Horvath) Electric Bike Purchase Incentives**

Existing law establishes the Air Quality Improvement Program (AQIP), administered by CARB to fund projects that reduce criteria air pollutants and improve of air quality. The Clean Vehicle Rebate Project is part of AQIP and provides rebates for the purchase of new zero-emission vehicles. [This bill](#) would make incentives for purchasing electric bicycles eligible for funding under the program until January 1, 2028. the Electric Bicycle Incentive Pilot Project to provide rebates incentive for purchases of electric bicycles. ***We recommend C/CAG SUPPORT this bill.***

### **AB 377 (Rivas) Water Quality**

[This bill](#) would require all California surface waters to be fishable, swimmable, and drinkable by January 1, 2050 and prohibit the State Water Resources Control Board and Regional Water Quality Control Boards from authorizing any discharges (including stormwater) that causes or contributes to an exceedance of a water quality standard in receiving waters. The bill would prohibit a regional water quality control plan from including a schedule for achieving a water quality standard adopted as of January 1, 2021. The bill would require the state board and regional boards to develop by 2030 an Impaired Waterways Enforcement Program to enforce all remaining water quality standard violations and a Waterway Attainment Penalty Subaccount, composed of penalties obtained pursuant to the Impaired Waterways Enforcement Program, and would make moneys in the subaccount available for the state board to expend, upon appropriation by the Legislature, for purposes of the program. ***The C/CAG Board OPPOSES this bill.***

**AB 1200 (Ting) Hazardous Food Packaging**

Existing law prohibits the manufacture, sale, or distribution of any toy or childcare product that contains phthalates exceeding a specified percentage. Existing law prohibits the manufacture, sale, or distribution of any bottle or cup that contains BPA intended to be filled with any liquid, food, or beverage intended primarily for consumption from that bottle or cup by children 3 years of age or younger. Existing law, beginning January 1, 2025, prohibits the manufacture, sale, or distribution offer of any cosmetic product that contains specified ingredients, including perfluoroalkyl and polyfluoroalkyl substances (PFAS). This bill would prohibit the manufacture, sale, or distribution any food packaging that contains intentionally added PFAS beginning January 1, 2023 and require a manufacturer to use the least toxic alternative when replacing PFAS chemicals. **We recommend C/CAG SUPPORT this bill.**

**AB 1499 (Daly) Design-Build**

Existing law authorizes Caltrans to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system. Existing law repeals these provisions on January 1, 2024. [This bill](#) would delete the January 1, 2024, repeal date, thus extending the design-build authority indefinitely. **The C/CAG Board SUPPORTS this bill.**

**ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.**

[This constitutional amendment](#) would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects, including public transit. The C/CAG Board supported a nearly identical measure, also ACA 1 (Aguiar-Curry), in 2019. **The C/CAG Board SUPPORTS this bill.**





# City of Millbrae

621 Magnolia Avenue, Millbrae, CA 94030

ANN SCHNEIDER  
Mayor

ANNE OLIVA  
Vice Mayor

GINA PAPAN  
Councilmember

ANDERS FUNG  
Councilmember

REUBEN D. HOLOBER  
Councilmember

March 8, 2021

The Honorable Toni Atkins  
President pro Tempore, California State Senate  
State Capitol Building, Room 205  
Sacramento, CA 95814

**RE: SB 9 (Atkins) Increased Density in Single-Family Zones  
Oppose Unless Amended (As Introduced 12/7/2020)**

Dear Senate President pro Tempore Atkins,

The City of Millbrae writes to express an Oppose Unless Amended position on your SB 9, which would require a local government to ministerially approve a housing development containing two residential units in single-family residential zones. Additionally, this measure would require local governments to ministerially approve urban lot splits.

Housing affordability and homelessness are among the most critical issues facing California cities. Affordably priced homes are out of reach for many people and housing is not being built fast enough to meet the current or projected needs of people living in the state. Cities lay the groundwork for housing production by planning and zoning new projects in their communities based on extensive public input and engagement, state housing laws, and the needs of the building industry.

While your desire to pursue a housing production proposal is appreciated, unfortunately, SB 9 as currently drafted would not spur much needed housing construction in a manner that supports local flexibility, decision-making, and community input. State driven ministerial or by-right housing approval processes fail to recognize the extensive public engagement associated with developing and adopting zoning ordinances and housing elements that are certified by the California Department of Housing and Community Development (HCD).

The specific concerns for the City of Millbrae follow:

- Millbrae has many beloved neighborhoods comprised entirely of existing single-family lots. Allowing additional density of up to four units per lot would change the character of the neighborhoods without due public process.
- Allowing additional density of up to four units per single family lot would introduce significant new vehicular, bicycle and pedestrian traffic congestion that the City's streets and intersections have not been designed to accommodate in a safe manner.
- It would increase demand for automobile and bicycle parking that the City's narrow residential streets have not been designed to accommodate in a safe manner.
- Millbrae's single-family neighborhoods are typically not located near transit and increasing populations in these areas far from public transit would contribute to increased greenhouse gas emissions from automobile travel.

City Council/City Manager/City Clerk  
(650) 259-2334

Building Division/Permits  
(650) 259-2330

Community Development  
(650) 259-2341

Finance  
(650) 259-2350

Fire  
(650) 558-7600

Police  
(650) 259-2300

Public Works/Engineering  
(650) 259-2339

Recreation<sup>11</sup>  
(650) 259-2360

The Honorable Toni Atkins

Re: **SB 9 (Atkins) Increased Density in Single-Family Zones Oppose Unless Amended (As Introduced 12/7/2020)**

Page | 2

- It would increase demand for utility and public services, including water, wastewater, gas, electricity, stormwater, police services, fire response services, and park and recreation facilities that the City has not studied in a comprehensive manner, and may be unable to provide service to.
- New residential development should occur in the City's priority development areas, BART/Caltrain/Samtrans intermodal station area, and downtown. Focusing residential growth in transit-accessible areas is consistent with Plan Bay Area and the City's adopted General Plan and Millbrae Station Area Specific Plan. These areas also are near major arterial roads and corridors that can support additional housing capacity.
- Millbrae's single-family neighborhoods are typically not located near transit and increasing populations in these areas far from public transit would contribute to increased greenhouse gas emissions from automobile travel.

The City of Millbrae requests the following amendments in order to address our concerns and remove our opposition:

- Clarify that a property owner using SB 9 is limited to constructing two residential units, not two residential units and additional accessory dwelling units (ADUs) on the same parcel;
- Require a housing developer to acquire a building permit within one year of a lot split, so that speculators do not sell lots and never build homes;
- Allow local governments to require adequate access for police, fire and other public safety vehicles and equipment;
- Prohibit developers from using SB 9 in very high fire hazard severity zones;
- Allow cities to determine a range of lot sizes suitable for SB 9 development projects;
- Ensure HCD provides Regional Housing Needs Allocation (RHNA) credit for production of SB 9 units;
- Allow local governments to take into account local conditions such as hillsides, lot dimensions, natural hazards, available infrastructure, etc. when approving or denying housing project applications;
- Allow local governments to continue to determine parking standards; and
- Ensure large-scale investors and builders do not exploit SB 9 provisions.

The City of Millbrae is committed to being part of the solution to the housing shortfall across all income levels and will continue to work collaboratively with you to spur much needed housing construction. Thank you for considering the above amendments.

For these reasons, the City of Millbrae opposes SB 9 (Atkins) unless it is amended to address our concerns.

Sincerely,



Ann Schneider  
Mayor  
City of Millbrae

cc. City of Millbrae Vice Mayor and Councilmembers  
City Manager  
California Senator Josh Becker  
California Assembly Member Kevin Mullin  
Millbrae League Regional Public Affairs Manager (via email)  
League of California Cities (Via email: [cityletters@cacities.org](mailto:cityletters@cacities.org))


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**SB-82 Petty theft.** (2021-2022)

SHARE THIS:



Date Published: 03/18/2021 09:00 PM

AMENDED IN SENATE MARCH 18, 2021

AMENDED IN SENATE FEBRUARY 08, 2021

CALIFORNIA LEGISLATURE— 2021–2022 REGULAR SESSION

**SENATE BILL**

**NO. 82**

**Introduced by Senator Skinner**

**December 15, 2020**

An act to amend Sections 486, 488, and 490 of, and to add Section 1170.98 to, the Penal Code, relating to theft.

LEGISLATIVE COUNSEL'S DIGEST

SB 82, as amended, Skinner. Petty theft.

Existing law, the Safe Neighborhoods and Schools Act, enacted as an initiative statute by Proposition 47, as approved by the electors at the November 4, 2014, statewide general election, requires the theft of money, labor, or property to be considered petty theft, punishable as a misdemeanor by up to 6 months in county jail, a fine of up to \$1,000, or both, whenever the value of the property taken does not exceed \$950 or in other cases that are specifically defined as grand theft.

This bill would define the crime of petty theft in the first degree as taking the property from the person of another or from a commercial establishment by means of force or fear without the use of a deadly weapon or great bodily injury. *The bill would specifically exclude from the crime of petty theft in the first degree acting in concert with one or more persons to steal merchandise from one or more merchant's premises or online marketplace with the intent to sell, exchange, or return the merchandise for value.* The bill would define the crime of petty theft in the 2nd degree as all other petty theft. The bill would impose a penalty of imprisonment in county jail for up to one year, a \$1,000 fine, or both, for petty theft in the first degree and would prohibit an act of petty theft from being charged as robbery or burglary. By creating a new crime, this bill would impose a state-mandated local program.

This bill would provide a means of vacating the sentence of, and resentencing, a currently incarcerated defendant who had been convicted of robbery, who was sentenced under an alternative sentencing scheme based on one or more prior convictions for robbery, or whose sentence includes an enhancement based on one or more prior convictions for robbery and who would not be convicted of robbery based on the changes made in this bill. The bill would also provide a means of vacating the sentence of, and resentencing, a person who had previously

13



served a term of imprisonment for robbery and who would not be convicted of robbery based on the changes made in this bill. By requiring the participation of district attorneys and public defenders in the resentencing process, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason.

With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

## THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

**SECTION 1.** The Legislature finds and declares both of the following:

(a) The Penal Code Review Committee has concluded that the current law regarding theft is out of date and leads to unjust results, warranting reform.

(b) It is the intent of the Legislature to reform the theft statutes to ensure fair punishment and to apply those changes retroactively.

**SEC. 2.** Section 486 of the Penal Code is amended to read:

**486.** Theft is divided into three degrees, the first of which is termed grand theft; the second, petty theft in the first degree; and the third petty theft in the second degree.

**SEC. 3.** Section 488 of the Penal Code is amended to read:

**488.** (a) Theft in other cases is petty theft.

(b) (1) Petty theft in the first degree is taking property from the person of another or from a commercial establishment by means of force or fear without the use of a deadly weapon or causing great bodily injury.

*(2) This subdivision does not apply to organized retail theft in violation of subdivision (a) of Section 490.4.*

~~(2)~~

*(3) An act of petty theft in the first degree shall be charged as such, and shall not be charged as robbery or burglary.*

(c) Petty theft in the second degree is all petty theft that is not in the first degree.

**SEC. 4.** Section 490 of the Penal Code is amended to read:

**490.** (a) Petty theft in the first degree is punishable by a fine not exceeding one thousand dollars (\$1,000), by imprisonment in a county jail not exceeding one year, or both.

(b) Petty theft in the second degree is punishable by fine not exceeding one thousand dollars (\$1,000), by imprisonment in a county jail not exceeding six months, or both.

**SEC. 5.** Section 1170.98 is added to the Penal Code, to read:

**1170.98.** (a) A person currently serving a sentence in state prison or in a county jail pursuant to subdivision (h) of Section 1170 may file a petition to have the petitioner's conviction vacated and to be resentenced on any remaining counts when all of the following conditions apply:

(1) The person is currently serving a sentence based on a conviction for robbery pursuant to Section 211, the person was sentenced under an alternative sentencing scheme based on one or more prior convictions for robbery, or the person's sentence includes an enhancement based on one or more prior convictions for robbery.

(2) The person did not use a deadly weapon or cause great bodily injury during the robbery that is the basis of the current conviction or one or more of the prior convictions used in sentencing the individual.

(3) The person could not be convicted of robbery based on the changes to Sections 486 and 488 effective January 1, 2022.

(b) Any other person previously convicted of robbery pursuant to Section 211 may file a petition to have the petitioner's conviction vacated when all of the following conditions apply:

(1) The person did not use a deadly weapon or cause great bodily injury during the robbery.

(2) The person could not be convicted of robbery based on the changes to Sections 486 and 488 that became effective January 1, 2022.

(c) (1) The petition shall be filed with the presiding judge of the court that sentenced the petitioner and shall be served by the petitioner on the district attorney, or on the agency that prosecuted the petitioner, and on the attorney who represented the petitioner in the trial court or on the public defender of the county where the petitioner was convicted. The presiding judge may assign the petition to the judge that originally sentenced the petitioner or another judge designated to review such petitions. The petition shall include all of the following:

(A) A declaration by the petitioner that the petitioner is eligible for relief under this section, based on the requirements of subdivision (a) or (b).

(B) The superior court case number and year of the petitioner's conviction.

(C) Whether the petitioner requests the appointment of counsel.

(2) If any of the information required by this subdivision is missing from the petition and cannot be readily ascertained by the court, the court may deny the petition without prejudice to the filing of another petition and advise the petitioner that the matter cannot be considered without the missing information. If the petitioner has requested counsel, the court shall appoint counsel to represent the petitioner.

(d) The prosecutor shall file and serve a response within 60 days of service of the petition and the petitioner may file and serve a reply within 30 days after the prosecutor's response is served. These deadlines shall be extended for good cause. If the petitioner makes a prima facie showing that the petitioner is entitled to relief, the court shall issue an order to show cause.

(e) (1) Within 60 days after the order to show cause has issued, the court shall hold a hearing to determine whether to vacate the conviction and, if the petition is filed pursuant to subdivision (a), whether to recall the sentence and resentence the petitioner on any remaining counts in the same manner as if the petitioner had not been previously sentenced, provided that the new sentence, if any, is not greater than the initial sentence. This deadline shall be extended for good cause.

(2) The parties may waive a resentencing hearing and stipulate that the petitioner is eligible to have the conviction vacated and for resentencing.

(3) At the hearing to determine whether the petitioner is entitled to relief, the burden of proof shall be on the prosecution to prove, beyond a reasonable doubt, that the petitioner is ineligible for resentencing. If the prosecution fails to sustain its burden of proof, the prior conviction shall be vacated and the petitioner shall be resented on the remaining charges. The prosecutor and the petitioner may rely on the record of conviction or offer new or additional evidence to meet their respective burdens.

(f) This section does not diminish or abrogate any rights or remedies otherwise available to the petitioner.

(g) A person who is resented pursuant to this section shall be given credit for time served.

**SEC. 6.** No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution for certain costs that may be incurred by a local agency or school district because, in that regard, this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

However, if the Commission on State Mandates determines that this act contains other costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.





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>Introduced 12/7/2020</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 when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require, by March 1, 2022, the Ocean Protection Council, in consultation with the Office of Planning and Research, to establish a multiagency working group, consisting of specified individuals, on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council, in consultation with the working group to, among other things, develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise, as provided.</p>		
<p><a href="#">AB 68</a> <a href="#">Salas</a></p>	<p>Introduced 12/7/2020</p>	<p>Assembly Print</p>	<p><b>Affordable housing: California State Auditor's Report.</b> Would state the intent of the Legislature to enact legislation that would implement recommendations made in the California State Auditor's Report 2020-108, issued on November 17, 2020, relating to affordable housing.</p>		

<p><a href="#">AB 71</a> <a href="#">Rivas, Luz</a></p>	<p>Amended 1/12/2021</p>	<p>Assembly Revenue and Taxation</p>	<p><b>Homelessness funding: Bring California Home Act.</b> Would, for taxable years beginning on or after January 1, 2022, include a taxpayer's global low-taxed income in their gross income for purposes of the Personal Income Tax Law, in modified conformity with the above-described federal provisions. The bill would exempt any 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.</p>		
<p><a href="#">AB 113</a> <a href="#">Boerner Horvath</a></p>	<p>Introduced 12/17/2020</p>	<p>Assembly Print</p>	<p><b>Transportation electrification: electric vehicles: grid integration.</b> The Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are under the direction of their governing boards. Current law also requires each local publicly owned electric utility serving more than 700 gigawatthours of annual electrical demand, in each integrated resource plan updated adopted on and after January 1, 2020, to consider establishing electric vehicle grid integration strategies and evaluating how its existing and planned programs further those strategies, as specified. This bill would make nonsubstantive changes to those provisions.</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 Horvath</a></p>	<p>Introduced 12/18/2020</p>	<p>Assembly Transportation</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 Rebate Pilot Project to provide rebates 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. The bill would appropriate from the Greenhouse Gas Reduction Fund \$10,000,000 to the state board for purposes of the pilot project.</p>		

<p><a href="#">AB 118</a> <a href="#">Kamlager</a></p>	<p>Introduced 12/18/2020</p>	<p>Assembly Emergency Management</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</a> <a href="#">Horvath</a></p>	<p>Introduced 12/18/2020</p>	<p>Assembly Transportation</p>	<p><b>Vehicles: required stops: bicycles.</b> Would 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 stopped at the entrance of the intersection, have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and shall continue to yield the right-of-way to those vehicles until reasonably safe to proceed.</p>		
<p><a href="#">AB 215</a> <a href="#">Chiu</a></p>	<p>Introduced 1/11/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Housing element.</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 (HCD) to determine whether the housing element is in substantial compliance with specified provisions of that law. That law also requires HCD to notify a city, county, or city and county, and authorizes HCD to notify the office of the Attorney General, that the city, county, or city and county is in violation of state law if HCD finds that the housing element or an amendment to the housing element does not substantially comply with specified provisions of the Planning and Zoning Law, or that the local government has taken action or failed to act in violation of specified provisions of law. This bill would add the Housing Crisis Act of 2019 to those specified provisions of law.</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>Introduced 1/15/2021</p>	<p>Assembly Natural Resources</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 indefinitely.</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 permit holder to submit specified information to the board under penalty of perjury.</p>		



<p><a href="#"><b>AB 306</b></a> <a href="#">O'Donnell</a></p>	<p>Introduced 1/25/2021</p>	<p>Assembly Education</p>	<p><b>School districts and community college districts: employee housing.</b> The Field Act requires the Department of General Services to supervise the design and construction of any school building or, if the estimated cost exceeds \$100,000, the reconstruction or alteration of or addition to any school building, to ensure that plans and specifications comply with the rules and regulations adopted pursuant to the act and with relevant building standards, and to ensure that the work of construction has been performed in accordance with the approved plans and specifications. Current law defines "school building" for these purposes and excludes from that definition certain buildings. Current law requires the Department of General Services to approve the plans, specifications, and methods of construction of certain factory-built school buildings. Current law requires the Department of General Services, for purposes relating to access and use by persons with disabilities, to issue a written approval of the plans and specifications of certain buildings and facilities, as provided. This bill would exclude from these requirements any building or facility that serves or is intended to serve as residential housing for school district and community college district teachers and employees, and their families.</p>		
<p><a href="#"><b>AB 328</b></a> <a href="#">Chiu</a></p>	<p>Introduced 1/26/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Reentry Housing Program.</b> Would establish the Reentry Housing Program. The bill would require the Department of Housing and Community Development to, on or before July 1, 2022, take specified actions to, upon appropriation by the Legislature, provide grants to counties and continuums of care, as defined, for evidence-based housing and housing-based services interventions to allow people with recent histories of incarceration to exit homelessness and remain stably housed.</p>		
<p><a href="#"><b>AB 339</b></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 Housing and Community Development</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 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>Introduced 2/1/2021</p>	<p>Assembly Transportation</p>	<p><b>Carl Moyer Memorial Air Quality Standards Attainment Program.</b> Would require the State Air Resources Board, by January 1, 2023, to adopt an online application process for the submission of grant applications under the Carl Moyer Memorial Air Quality Standards Attainment Program. The bill would require the state board and local air districts administering the program to use the online application process. The bill would require the state board, by January 1, 2023, to review the program and to submit to the Legislature a report on the review containing certain information. The bill would prohibit the state board from amending or adopting regulations making changes to the program until it has submitted the report.</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 387</a> <a href="#">Lee</a></p>	<p>Introduced 2/2/2021</p>	<p>Assembly Print</p>	<p><b>Social Housing Act of 2021.</b> Would declare the intent of the Legislature to subsequently amend this bill to include provisions that would enact the Social Housing Act of 2021 to establish the California Housing Authority for the purpose of developing mixed-income rental and limited equity homeownership housing and mixed-use developments to address the shortage of affordable homes for low and moderate-income households.</p>		
<p><a href="#">AB 411</a> <a href="#">Irwin</a></p>	<p>Amended 3/1/2021</p>	<p>Assembly Housing and Community Development</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 413</a> <a href="#">Ting</a></p>	<p>Introduced 2/3/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Foster youth: housing.</b> Current law, subject to an annual appropriation in the annual Budget Act, requires the Department of Housing and Community Development to provide funding to counties for allocation to child welfare services agencies to help young adults who are 18 to 24 years of age secure and maintain housing, with priority given to young adults formerly in the state’s foster care or probation systems. Current law suspends this program on December 31, 2021, unless the Department of Finance makes a specified finding. This bill would delete the provisions conditionally suspending that program and subjecting the requirements of the program to an annual appropriation in the Budget Act.</p>		
<p><a href="#">AB 418</a> <a href="#">Valladares</a></p>	<p>Introduced 2/4/2021</p>	<p>Assembly Emergency Management</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>Introduced 2/4/2021</p>	<p>Assembly Print</p>	<p><b>Local government planning.</b> Current law, the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, makes certain findings and declarations relating to local government organizations, including, among other things, the encouragement of orderly growth and development, and the logical formation and modification of the boundaries of local agencies. This bill would make nonsubstantive changes to these findings and declarations.</p>		

<p><a href="#">AB 455</a> <a href="#">Bonta</a></p>	<p>Introduced 2/8/2021</p>	<p>Assembly Transportation</p>	<p><b>Bay Bridge Fast Forward Program.</b> Would require the Bay Area Toll Authority, in consultation with the Metropolitan Transportation Commission, Department of Transportation, and certain transit entities, to identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require the authority, in consultation with the commission, department, and certain transit operators, on or before January 1, 2023, to prepare and submit to the Legislature a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor in a manner that maximizes the number of people that can cross the bridge during congested periods.</p>		
<p><a href="#">AB 476</a> <a href="#">Mullin</a></p>	<p>Introduced 2/8/2021</p>	<p>Assembly Transportation</p>	<p><b>San Francisco Bay area county transportation authorities: contracting.</b> Would require each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified. The bill would specify that the requirement does not apply to construction contracts.</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>Introduced 2/10/2021</p>	<p>Assembly Print</p>	<p><b>Pedestrian safety.</b> Current law imposes various requirements relating to pedestrian safety, including requiring the driver of a vehicle to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or within an unmarked crosswalk at an intersection, except as specified. This bill would make technical, nonsubstantive changes to those provisions.</p>		

<p><a href="#">AB 561</a> <a href="#">Ting</a></p>	<p>Introduced 2/11/2021</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 require 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, require the Treasurer to consult with the California Housing Financing Agency and the Department of Housing and Community Development and would authorize the Treasurer to consult with private lenders.</p>		
<p><a href="#">AB 571</a> <a href="#">Mayes</a></p>	<p>Introduced 2/11/2021</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 or bonus units.</p>		
<p><a href="#">AB 585</a> <a href="#">Rivas, Luz</a></p>	<p>Introduced 2/11/2021</p>	<p>Assembly Natural Resources</p>	<p><b>Climate change: Extreme Heat and Community Resilience Program.</b> Would establish the Extreme Heat and Community Resilience Program to coordinate the state's efforts to address extreme heat and to facilitate the implementation of 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 require the Office of Planning and Research to administer the program. 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>		

<a href="#">AB 602</a> <a href="#">Grayson</a>	Introduced 2/11/2021	Assembly Print	<p><b>Development fees.</b> The Mitigation Fee Act, among other things, prohibits a fee or exaction imposed as a condition of approval of a proposed development or development project from exceeding the estimated reasonable cost of providing the service or facility for which the fee or exaction is imposed. The act defines various terms for these purposes. This bill would make nonsubstantive changes to the definitions under the act.</p>		
<a href="#">AB 604</a> <a href="#">Daly</a>	Introduced 2/11/2021	Assembly Transportation	<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>		
<a href="#">AB 605</a> <a href="#">Villapudua</a>	Introduced 2/12/2021	Assembly Print	<p><b>Affordable housing funding: affordable housing targets.</b> Would declare the intent of the Legislature to subsequently amend this bill to include provisions that would improve the competitive application process for housing-related funding by awarding additional points to areas that meet the state's affordable housing targets.</p>		
<a href="#">AB 617</a> <a href="#">Davies</a>	Introduced 2/12/2021	Assembly Housing and Community Development	<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>		
<a href="#">AB 621</a> <a href="#">Rivas, Robert</a>	Introduced 2/12/2021	Assembly Print	<p><b>California Environmental Quality Act: streamlined environmental review: master environmental impact reports.</b> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA authorizes the preparation of a master EIR to evaluate project impacts, and expresses the intent of the Legislature that environmental review of subsequent projects be substantially reduced to the extent that project impacts have been reviewed and appropriate mitigation measures are set forth in a certified master EIR. This bill would make nonsubstantive changes to that latter provision.</p>		

<p><a href="#">AB 629</a> <a href="#">Chiu</a></p>	<p>Introduced 2/12/2021</p>	<p>Assembly Print</p>	<p><b>Subdivisions: local ordinances.</b> The Subdivision Map Act provides that when a local ordinance requires improvements for a division of land which is not a subdivision of 5 or more lots, regulations must be limited to the dedication of rights-of-way, easements, and the construction of reasonable offsite and onsite improvements of the parcels being created. Current law provides that a subdivider is not required to fulfill those construction requirements until a permit or other grant of approval for development of the parcel is issued, unless otherwise provided by ordinance. This bill would make nonsubstantive changes to those provisions.</p>		
<p><a href="#">AB 642</a> <a href="#">Friedman</a></p>	<p>Introduced 2/12/2021</p>	<p>Assembly Natural Resources</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>Introduced 2/12/2021</p>	<p>Assembly Print</p>	<p><b>Land use: development fees.</b> Current law, the Mitigation Fee Act, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project, including requiring a local agency, in any action establishing, increasing, or imposing such a fee, to determine how there is a reasonable relationship between the fee's use and the type of development on which the fee is imposed. This bill would make nonsubstantive changes to this requirement.</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 712</a> <a href="#">Calderon</a></p>	<p>Introduced 2/16/2021</p>	<p>Assembly Local Government</p>	<p><b>Local Agency Public Construction Act: change orders.</b> The Local Agency Public Construction Act regulates contracting by local agencies, including counties and special districts. The act, for a county, imposes a \$5,000 cap when the total amount of the original contract does not exceed \$50,000. For any original contract that exceeds \$50,000, but does not exceed \$250,000, the cap is 10% of the amount of the original contract. For contracts whose original cost exceeds \$250,000, the cap is \$25,000 plus 5% of the amount of the original contract cost in excess of \$250,000, and prohibits a change or alteration cost from exceeding \$210,000. This bill would require that the existing caps be adjusted annually to reflect the percentage change in the California Consumer Price Index. The bill would modify the cap applicable to contracts exceeding \$250,000 to apply only to contracts exceeding that amount but not exceeding \$25,000,000. The bill would add a new change order cap of \$500,000 for contracts whose original cost exceeds \$25,000,000 and of \$1,000,000 for contracts whose original cost exceeds \$50,000,000, both of which would be adjusted annually to reflect the percentage change in the California Consumer Price Index.</p>		



<p><b><a href="#">AB 713</a></b> <a href="#">Garcia, Cristina</a></p>	<p>Introduced 2/16/2021</p>	<p>Assembly Print</p>	<p><b>Greenhouse gases: market-based compliance mechanism: price ceiling.</b> The California Global Warming Solutions Act of 2006 authorizes the state board to adopt regulations that establish a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases that the state board determines will achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, in the aggregate, from those sources or categories of sources. The act requires the state board, in adopting those regulations, to establish a price ceiling for the market-based compliance mechanism, with consideration of various factors, including the full social cost associated with emitting a metric ton of greenhouse gases. The act defines "social cost" for these purposes. The bill would make nonsubstantive changes to this definition of "social cost."</p>		
<p><b><a href="#">AB 758</a></b> <a href="#">Nazarian</a></p>	<p>Introduced 2/16/2021</p>	<p>Assembly Print</p>	<p><b>Marks-Roos Local Bond Pooling Act of 1985.</b> Current law, the Marks-Roos Local Bond Pooling Act of 1985, authorizes certain joint powers authorities, among other powers, to issue bonds and loan the proceeds to local agencies to finance specified types of projects and programs. Current law defines various terms for purposes of the act. This bill would make nonsubstantive changes to those provisions.</p>		
<p><b><a href="#">AB 773</a></b> <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><b><a href="#">AB 784</a></b> <a href="#">Quirk</a></p>	<p>Introduced 2/16/2021</p>	<p>Assembly Local Government</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="#"><b>AB 838</b></a> <a href="#">Friedman</a></p>	<p>Introduced 2/17/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>State Housing Law: enforcement response to complaints.</b> Current law deems a building, portion of a building, or premises on which a building is located to be a substandard building if any one of specified conditions exists to the extent that it endangers the life, limb, health, property, safety, or welfare of the public or its occupants. Existing law deems a building, portion of a building, or premises on which a building is located to be in violation of the State Housing Law if it contains lead hazards, as specified, that are likely to endanger the health of the public or the occupants. This bill would, beginning July 1, 2021, require a city or county that receives a complaint of a substandard building or a lead hazard violation, as described above, 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.</p>		
<p><a href="#"><b>AB 880</b></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>Introduced 2/17/2021</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.</p>		
<p><a href="#">AB 917</a> <a href="#">Bloom</a></p>	<p>Introduced 2/17/2021</p>	<p>Assembly Transportation</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 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,</a> <a href="#">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 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>Introduced 2/18/2021</p>	<p>Assembly Transportation</p>	<p><b>Transportation: Road Maintenance and Rehabilitation Program: recycled material standards.</b> Current law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Current law requires the Department of Transportation and cities and counties receiving funds under the program, to the extent possible and cost effective, and where feasible, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. This bill would delete the condition in that requirement imposed on the department and those cities and counties to use advanced technologies and material recycling techniques to the extent possible.</p>		
<p><a href="#">AB 1047</a> <a href="#">Daly</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Transportation</p>	<p><b>Road Repair and Accountability Act of 2017: reporting internet website.</b> Would require the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.</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>Introduced 2/18/2021</p>	<p>Assembly Print</p>	<p><b>Local agencies: fees and zoning standards.</b> Current law requires a city, county, or special district that has an internet website to make specified information available on its internet website, as applicable, including a current schedule of fees, exactions, affordability requirements it has imposed that are applicable to a proposed housing development project, and an archive of impact fee nexus studies, cost of service studies, or equivalent, conducted by that city, county, or special district on or after January 1, 2018. Current law requires a city, county, or special district to update this information within 30 days of any changes. This bill would make a nonsubstantive change to these provisions.</p>		
<p><a href="#">AB 1075</a> <a href="#">Wicks</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Print</p>	<p><b>Housing element.</b> Current law, the Planning and Zoning Law, requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify the current and projected housing needs of all economic segments of the community. This bill would make nonsubstantive changes to those provisions.</p>		
<p><a href="#">AB 1076</a> <a href="#">Kiley</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Transportation</p>	<p><b>Automated license plate recognition systems: model policy.</b> Current law defines an automated license plate recognition (ALPR) system as a searchable computerized database resulting from the operation of one or more mobile or fixed cameras combined with computer algorithms to read and convert images of registration plates and the characters they contain into computer-readable data. Current law imposes specified requirements on an ALPR operator and an ALPR end-user including, among others, maintaining reasonable security procedures and practices to protect ALPR information and implementing a usage and privacy policy with respect to that information, as specified. This bill would require the Department of Justice to draft and make available on its internet website an ALPR system policy template for local law enforcement agencies.</p>		

<p><a href="#"><b>AB 1078</b></a> <a href="#">Patterson</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Natural Resources</p>	<p><b>Energy: building standards: photovoltaic requirements.</b> Current law, until January 1, 2023, specifies that residential construction intended to repair, restore, or replace a residential building damaged or destroyed as a result of a disaster in an area in which a state of emergency has been proclaimed by the Governor, before January 1, 2020, is required to comply with the photovoltaic requirements, if any, that were in effect at the time the damaged or destroyed residential building was originally constructed and is not required to comply with any additional or conflicting photovoltaic requirements in effect at the time of repair, restoration, or replacement. Current law provides that this provision applies if certain requirements are met with respect to the owner’s income and insurance coverage and the location and square footage of the construction. This bill would extend the operation of the above-described exemption from the State Energy Resources Conservation and Development Commission’s requirements for the installation of photovoltaic systems until January 1, 2024, and would make the exemption inapplicable to emergencies declared by the Governor on and after January 1, 2021, thereby extending the exemption to residential buildings damaged or destroyed as a result of a disaster declared during the 2020 calendar year.</p>		
<p><a href="#"><b>AB 1083</b></a> <a href="#">Nazarian</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Aging and Long-Term Care</p>	<p><b>Senior affordable housing: nursing pilot program.</b> Would require the California Department of Aging to establish and administer the Housing Plus Services Nursing Pilot Program in the Counties of Los Angeles, Orange, Riverside, Sacramento, and Sonoma. The program would provide grant funds to qualified nonprofit organizations that specialize in resident services for the purposes of hiring one full-time registered nurse to work at 3 senior citizen housing developments in each county to provide health education, navigation, coaching, and care to residents. The bill would require the department to submit a report to specified legislative committees and state agencies on or before January 1, 2026, and would repeal the program as of January 1, 2027.</p>		



<p><a href="#"><b>AB 1091</b></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="#"><b>AB 1099</b></a> <a href="#">Rivas, Robert</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Print</p>	<p><b>State funding: environmental equity.</b> Current law establishes the Strategic Growth Council in state government consisting of various state agency heads and 3 public members. Current law requires the council to identify and review activities and funding programs of state agencies that may be coordinated to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet greenhouse gas emissions reduction goals, encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. This bill would state the intent of the Legislature to enact subsequent legislation to provide new approaches and considerations for directing investments and allocating funds, as well as increasing accountability for how those funds are expended to achieve key objectives.</p>		

<p><a href="#"><b>AB 1110</b></a> <a href="#">Rivas, Robert</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Jobs, Economic Development and the Economy</p>	<p><b>Zero-emission vehicles: California Clean Fleet Accelerator Program: sales and use tax exemption: 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 the Governor’s Office of Business and Economic Development (GO-Biz), 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. The bill would require GO-Biz to provide for the first round of zero-emission fleet vehicle acquisitions under the master service agreement no later than January 31, 2022, to the extent feasible, or otherwise as soon thereafter as is reasonably practicable.</p>		
<p><a href="#"><b>AB 1111</b></a> <a href="#">Berman</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Department of Housing and Community Development: regional housing need allocation: low-income community college students.</b> Current law establishes the Local Government Planning Supports Grant Program and requires the Department of Housing and Community Development to distribute, upon appropriation, \$250,000,000 under that program in the form of grants to regions and jurisdictions for technical assistance, preparation and adoption of planning documents, and process improvements to accelerate housing production and facilitate compliance to implement the 6th cycle of the regional housing need assessment, as provided. As part of that program, current law, by December 31, 2022, requires the department to develop a recommended improved regional housing need allocation process and methodology that promotes and streamlines housing development and substantially addresses California’s housing shortage, as provided, and to submit a report on its findings to the Legislature. This bill would require that the department’s recommendations for an improved regional housing need allocation process and methodology additionally promote and streamline the developing of housing for low-income community college students.</p>		
<p><a href="#"><b>AB 1135</b></a> <a href="#">Grayson</a></p>	<p>Introduced 2/18/2021</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 1143</a> <a href="#">Berman</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Local governments: affordable housing: local tenant preference.</b> 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. The bill would authorize a local government to allow a local tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.</p>		
<p><a href="#">AB 1147</a> <a href="#">Friedman</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Transportation</p>	<p><b>Regional transportation plan: electric bicycles.</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. Current law authorizes a transportation planning agency with a population that exceeds 200,000 persons to use as part of that policy element, among others, measures of means of travel, including the percentage share of all trips made by single occupant vehicles, multiple occupant vehicles, carpools, public transit, walking, and bicycling. This bill would expressly authorize those transportation planning agencies to also use as part of that policy element the percentage share of trips made by bicycling using an electric bicycle.</p>		
<p><a href="#">AB 1157</a> <a href="#">Lee</a></p>	<p>Introduced 2/18/2021</p>	<p>Assembly Transportation</p>	<p><b>Local transportation funds: State Transit Assistance Program: reports.</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>Introduced 2/18/2021</p>	<p>Assembly Print</p>	<p><b>Planning and zoning: housing: development application modifications.</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 that satisfy specified location, urbanization, and zoning requirements. 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 update cross-references in those provisions.</p>		
<p><a href="#">AB 1188</a> <a href="#">Wicks</a></p>	<p>Introduced 2/18/2021</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 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 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>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<p><b>Transportation.</b> Current law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Current law provides that the department shall have full possession and control of all state highways and associated property. Current law provides various sources of revenue for transportation projects undertaken by state and local agencies. This bill would express the intent of the Legislature to enact legislation relating to transportation.</p>		
<p><a href="#">AB 1255</a> <a href="#">Bloom</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Natural Resources</p>	<p><b>Fire prevention: Department of Forestry and Fire Protection: grant programs.</b> Would require the Department of Forestry and Fire Protection, in coordination with the Secretary of the Natural Resources Agency, to facilitate regional, habitat-specific, and area-specific approaches to fire risk reduction, prevention, and restoration of projects that improve community safety, protect sites and structures, restore burned habitat, reduce catastrophic wildfires, and protect natural resources. The bill would require the department to develop policies, funding programs for which the funding shall be contingent upon subsequent appropriation in the annual Budget Act or a similar statute for this purpose, and relevant program guidelines that promote specified objectives. The bill would require various state entities, as specified, to establish grant programs, for which funding shall be contingent upon subsequent appropriation, to fulfill the specified objectives.</p>		
<p><a href="#">AB 1258</a> <a href="#">Nguyen</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Housing element: regional housing need plan: judicial review.</b> Current law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Under existing law, a part of the housing element is an assessment of housing needs, which includes the locality's share of the regional housing need. Under existing law the appropriate council of governments, or for cities and counties without a council of governments, the Department of Housing and Community Development, 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 final regional housing need plan to judicial review.</p>		

<p><a href="#"><b>AB 1277</b></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="#"><b>AB 1295</b></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>Introduced 2/19/2021</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 specified 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 specify that public development and economic development facilities do not include housing that is financed by any tax-exempt bonds issued by the California Infrastructure and Economic Development 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>Introduced 2/19/2021</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>Introduced 2/19/2021</p>	<p>Assembly Local Government</p>	<p><b>Land use: charter cities: single-family homes.</b> Would, commencing January 1, 2022, prohibit enforcement of single-family zoning provisions in a charter city’s charter if more than 90% of residentially zoned land in the city is for single-family housing or if the city is characterized by a high degree of zoning that results in excluding persons based on their rate of poverty, their race, or both. The bill would also include findings and declarations with regard to, among other things, the lack of adequate and affordable housing available in this state being a matter of statewide concern.</p>		

<p><a href="#">AB 1327</a> <a href="#">Ting</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Housing trust funds.</b> Current law establishes the Local Housing Trust Fund Matching Grant Program for the purpose of supporting local housing trust funds dedicated to the creation or preservation of affordable housing. Under the grant program, the Department of Housing and Community Development, subject to availability of funds, is required to make matching grants available, through the issuance of a Notice of Funding Availability, to cities, counties, cities and counties, tribes, and existing charitable nonprofit organizations that have created and are operating or will operate housing trust funds. Current law requires recipients of grants from the program to file periodic reports with the department regarding the use of grant funds received. This bill would require recipients of grants to file annual reports instead of periodic reports.</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>Introduced 2/19/2021</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>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<p><b>Homelessness: state programs: Housing First.</b> Current law requires any agency or department administering state programs to adopt guidelines and regulations to incorporate core components of Housing First, as defined. This bill would make technical, nonsubstantive changes to that provision.</p>		



<p><a href="#">AB 1365</a> <a href="#">Bonta</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<p><b>Public contracts: clean concrete.</b> Current law, the Buy Clean California Act, requires, among other things, the Department of General Services to establish and publish in the State Contracting Manual or a department management memorandum, or make available on the department's internet website, a maximum acceptable global warming potential for each category of eligible materials, as defined, in accordance with certain requirements. This bill would state the intent of the Legislature to enact future legislation to incorporate concrete into the state's buy clean framework and take other specified actions.</p>		
<p><a href="#">AB 1370</a> <a href="#">Quirk-Silva</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<p><b>Affordable housing.</b> Under current law the Department of Housing and Community Development is tasked with endeavoring to obtain federal community development funds for the purposes of providing affordable housing, and administering various state programs intended to provide affordable housing, including, but not limited to, the CalHome Program, the Multifamily Housing Program, and the Affordable Housing Revolving Development and Acquisition Program. This bill would express the intent of the Legislature to enact legislation that would relate to affordable housing development.</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 Print</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 Print</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>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<p><b>Housing.</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. This bill would declare the intent of the Legislature to enact legislation that would promote housing production by requiring cities and counties to rezone in a timely manner to meet their housing needs. The bill would also make related findings.</p>		

<p><a href="#">AB 1401</a> <a href="#">Friedman</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<p><b>Residential and commercial development: parking requirements.</b> Would prohibit a local government from imposing a minimum parking requirement, or enforcing a minimum 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, or located within a low-vehicle miles traveled area, as defined.</p>		
<p><a href="#">AB 1409</a> <a href="#">Levine</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</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 Print</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 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 Print</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>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<p><b>Land use and planning: housing element: Housing Accountability Act.</b> Housing Accountability Act imposes the burden of proof on the local legislative body during any court action in which the jurisdiction denies approval or imposes conditions that have a substantial adverse effect on the viability or affordability of a housing development for very low, low-, or moderate-income households, as specified. Subject to certain provisions, and until January 1, 2025, the act requires a housing development project to be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application was submitted. The act requires the local agency to base its decision regarding a housing development upon written specified findings when a proposed housing development project complies with applicable, objective general plan, zoning, and subdivision standards and criteria at the time that the application was deemed complete, but the local agency proposes to disapprove the project or to impose a condition that the project be developed at a lower density. The act authorizes the applicant, a person who would be eligible to apply for residency in the housing development project or emergency shelter, or a housing organization to bring an action in accordance with certain procedural requirements, to enforce the act; specifies the conditions under which a court should enter an order compelling compliance; and specifies fines on the local agency for lack of compliance. Existing law makes findings and declarations in this regard. This bill would make a nonsubstantive change to those provisions.</p>		

<p><a href="#"><b>AB 1492</b></a> <a href="#">Bloom</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</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="#"><b>AB 1499</b></a> <a href="#">Daly</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</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="#"><b>AB 1500</b></a> <a href="#">Garcia,</a> <a href="#">Eduardo</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</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="#">ACR 33</a> <a href="#">Friedman</a></p>	<p>Introduced 2/19/2021</p>	<p>Assembly Print</p>	<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>		

<p><a href="#">SB 1</a> <a href="#">Atkins</a></p>	<p>Introduced 12/7/2020</p>	<p>Senate Natural Resources and Water</p>	<p><b>Coastal resources: sea level rise.</b> The California Coastal Act of 1976 establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission, within 90 days after January 1, 1977, to adopt, after public hearing, procedures for the preparation, submission, approval, appeal, certification, and amendment of a local coastal program, including a common methodology for the preparation of, and the determination of the scope of, the local coastal programs, as provided. This bill would also include, as part of the procedures the commission is required to adopt, recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program, as provided. The bill would delete the timeframe specified above by which the commission is required to adopt these procedures.</p>		
<p><a href="#">SB 7</a> <a href="#">Atkins</a></p>	<p>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><a href="#">SB 10</a> <a href="#">Wiener</a></p>	<p>Amended 2/24/2021</p>	<p>Senate Housing</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><a href="#">SB 12</a> <a href="#">McGuire</a></p>	<p>Introduced 12/7/2020</p>	<p>Senate Gov. &amp; F.</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>		
<p><a href="#">SB 36</a> <a href="#">Skinner</a></p>	<p>Introduced 12/7/2020</p>	<p>Senate Rules</p>	<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>		
<p><a href="#">SB 45</a> <a href="#">Portantino</a></p>	<p>Introduced 12/7/2020</p>	<p>Senate Natural Resources and Water</p>	<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>		
<p><a href="#">SB 51</a> <a href="#">Durazo</a></p>	<p>Amended 3/8/2021</p>	<p>Assembly Housing and Community Development</p>	<p><b>Surplus residential property.</b> Current law prescribes requirements for the disposal of surplus land by a local agency, as defined. This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals that seeks development proposals seeking development proposals for the property that includes a residential component of at least 100 residential units and 25% of the total units developed comply with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect.</p>		

<p><a href="#">SB 69</a> <a href="#">McGuire</a></p>	<p>Amended 3/10/2021</p>	<p>Senate Transportation</p>	<p><b>North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marin Area Rail Transit District.</b> Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marin Area Rail Transit District, which is governed by a 12-member board of directors, with specified duties and powers. Existing law requires the district to work with specified authorities, including the North Coast Railroad Authority, to achieve a safe, efficient, and compatible system of passenger and freight rail service and authorizes the district to, among other things, provide a rail transit system for the provision of freight service by rail and own, operate, manage, and maintain a passenger rail system within the territory of the district. This bill would require the authority, or a successor agency, to convey and transfer all of its rights, interests, privileges, and title, lien free, relating to the southern portion of a specified right-of-way to the district, as provided.</p>		
<p><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 222</a> <a href="#">Dodd</a></p>	<p>Introduced 1/14/2021</p>	<p>Senate Energy, Utilities and Communications</p>	<p><b>Water Affordability Assistance Program.</b> Would establish the Water Affordability 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 make moneys in the fund available upon appropriation by the Legislature to the state board to provide, as part of the Water Affordability Assistance Program established by the bill, direct water bill assistance, water bill credits, water crisis assistance, affordability assistance, and short-term assistance to public water systems to administer program components.</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 Environmental Quality</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 290</a> <a href="#">Skinner</a></p>	<p>Introduced 2/1/2021</p>	<p>Senate Housing</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 3/2/2021</p>	<p>Senate Appropriations</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 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>Introduced 2/8/2021</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. Existing 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>Introduced 2/9/2021</p>	<p>Senate Energy, Utilities and Communications</p>	<p><b>Energy programs and projects: nonenergy benefits.</b> Would require the Public Utilities Commission to (1) establish common definitions of nonenergy benefits, as defined, and attempt to determine consistent values for use in all distributed energy resource, as defined, programs, (2) incorporate nonenergy benefits in distributed energy resource programs and projects, and (3) track the nonenergy benefits produced in distributed energy resource programs during program evaluations.</p>		

<p><a href="#"><b>SB 381</b></a> <a href="#">Portantino</a></p>	<p>Amended 3/9/2021</p>	<p>Senate Rules</p>	<p><b>Surplus residential property: priorities and procedures: City of South Pasadena.</b> Current law establishes priorities and procedures that any state agency disposing of surplus residential property is required to follow. Under existing law, specified single-family residences must first be offered to their former owners or present occupants, as specified. Current law then requires the property to be offered to housing-related entities, as provided, prior to placing the property up for sale for fair market value, subject to specified priorities. This bill would, with respect to surplus residential properties located within the State Route 710 corridor in the City of South Pasadena, require surplus single-family residential properties to be offered to the City of South Pasadena after the properties are offered to present occupants pursuant to the provisions described above and the present occupants either decline to purchase or do not qualify and close on the property within 180 days of the effective date of the bill's provisions.</p>		
<p><a href="#"><b>SB 440</b></a> <a href="#">Dodd</a></p>	<p>Introduced 2/16/2021</p>	<p>Senate Energy, Utilities and Communications</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="#"><b>SB 449</b></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 Rules</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 Housing</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>Introduced 2/17/2021</p>	<p>Senate Transportation</p>	<p><b>Autonomous vehicles: zero emissions.</b> Would, beginning January 1, 2025, require an autonomous vehicle operating on a public road to be a zero-emission vehicle. The bill would define "zero-emission vehicle" to mean a vehicle that produces no 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 548</a> <a href="#">Eggman</a></p>	<p>Introduced 2/18/2021</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 additionally give the authority the power to enter into design-build contracts, as specified, and would exempt the authority from provisions that preclude the inclusion of long-term maintenance and operations obligations in a design-build contract.</p>		
<p><a href="#">SB 563</a> <a href="#">Allen</a></p>	<p>Introduced 2/18/2021</p>	<p>Senate Gov. &amp; F.</p>	<p><b>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan adoption process.</b> Current law authorizes the legislative body of a city or county to propose the establishment of an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law requires the proceedings for the establishment of the district to be instituted by the adoption of a specified resolution and requires an infrastructure financing plan to be prepared, as specified. Current law requires a copy of the resolution and the plan to be sent to each landowner within the district. Current law requires the public financing authority to consider the adoption of the plan at 3 public hearings and, at the 3rd hearing, terminate the proceedings, adopt the plan, or call an election depending on the percentage of the combined number of landowners and residents in the area who are at least 18 years of age who file a protest. If an election is called, existing law makes adoption of the plan dependent on the vote of that population. This bill, instead, would make the above-described plan adoption process dependent on the percentage of the combined number of registered voters in the area and landowners who file a protest and on the vote of that population.</p>		



<p><a href="#">SB 621</a> <a href="#">Eggman</a></p>	<p>Introduced 2/18/2021</p>	<p>Senate Environmental Quality</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 an unspecified percentage 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. The bill would not apply to a hotel or motel conversion on a site that is in a coastal zone, as defined.</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><a href="#">SB 625</a> <a href="#">Caballero</a></p>	<p>Introduced 2/18/2021</p>	<p>Senate B., P. &amp; E.D.</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 require, among other things, that an eligible recipient provide matching funds on a dollar-for-dollar basis with moneys received from private, nongovernmental sources. 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>Introduced 2/19/2021</p>	<p>Senate Transportation</p>	<p><b>Transportation: Clean Freight Corridor Efficiency Program.</b> Would establish the Clean Freight Corridor Efficiency Program, to be jointly administered by the California Transportation Commission and State Air Resources Board, in coordination with other state entities. The bill would require the program to establish criteria for identifying qualifying freight corridors and define minimum requirements for clean truck corridors, surrounding local streets and roads, and associated facilities. The bill would require the program to identify California's 5 most-used freight corridors and objectives for improving the corridors, as specified, and identify projects and funding opportunities in these corridors.</p>		

<p><a href="#">SB 674</a> <a href="#">Durazo</a></p>	<p>Introduced 2/19/2021</p>	<p>Senate L., P.E. &amp; R.</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 Rules</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 728</a> <a href="#">Hertzberg</a></p>	<p>Amended 3/10/2021</p>	<p>Senate Rules</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 Rules</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 780</a> <a href="#">Cortese</a></p>	<p>Introduced 2/19/2021</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 designees to the public financing authority in their stead. 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, or their designees, in addition to the public members.</p>		

<p><b><a href="#">SB 798</a></b> <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><b><a href="#">SB 809</a></b> <a href="#">Allen</a></p>	<p>Amended 3/10/2021</p>	<p>Senate Rules</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>		

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

<b>January</b> 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	<b>July</b> 1-4 House and Senate district work periods 5 Independence Day (Observed) 5-9 House and Senate district work periods
<b>February</b> 15 President's Day 15-19 House and Senate district work periods	<b>August</b> 2-27 House district work period 9-31 Senate district work period
<b>March</b> 29-2 House district work periods 29-9 Senate district work periods	<b>September</b> 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
<b>April</b> 1-9 House and Senate district work periods	<b>October</b> 11 Indigenous Peoples' Day 11-15 Senate district work periods
<b>May</b> 3-7 Senate district work periods 31 Memorial Day 31-4 House and Senate district work periods	<b>November</b> 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
<b>June</b> 1-4 House and Senate district work periods 28-9 Senate district work periods	<b>December</b> 13-31 House empty calendar 13-31 Senate district work periods 25 Christmas day



## **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>

**C/CAG AGENDA REPORT**

Date: April 8, 2021

To: City/County Association of Governments of San Mateo County Legislative Committee

From: Sandy Wong, Executive Director

Subject: Discuss scheduling virtual meetings with the San Mateo County Delegation.

(For further information, contact Reid Bogert at [rbogert@smcgov.org](mailto:rbogert@smcgov.org))

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**RECOMMENDATION**

That the C/CAG Legislative Committee discuss scheduling virtual meetings with the San Mateo County Delegation.

**FISCAL IMPACT**

N/A

**SOURCE OF FUNDS**

N/A

**BACKGROUND**

This is a standing item for the Committee to consider scheduling virtual meetings with San Mateo delegates on bills or other legislative matters of interest, in place of scheduling a single “Lobby Day” as the Committee has done in past years to engage San Mateo delegates and other state representatives on C/CAG’s legislative priorities. The attached itinerary from the April 23, 2019 C/CAG Lobby Day is provided for information and consideration in scheduling future meetings with state representatives.

**ATTACHMENTS**

1. C/CAG Lobby Day Itinerary, April 23, 2019



**C/CAG of San Mateo – Meeting Itinerary**  
**Tuesday, April 23, 2019 – State Capitol, Room 125**

<b>TIME</b>	<b>MEMBER/OFFICIAL</b>
10:30 am – 11:00 am	<b>BRIEFING MEETING</b> Meet in Capitol Basement
11:00 am – 11:30 am	Senator Scott Wiener State Capitol, Room 125
11:30 am – 11:45 pm	Assembly Member Kevin Mullin State Capitol, Room 125
11:45 am – noon	Assembly Member Phil Ting State Capitol, Room 125
Noon – 1:00 pm	Lunch in Room 125 From Ambrosia Cafe
1:00 pm – 1:30 pm	Sonja Palladino, Deputy Director for Legislation California Department of Housing and Community Development State Capitol, Room 125
1:30 pm – 2:00 pm	Steve Wertheim, Consultant Assembly Housing and Community Development State Capitol, Room 125
2:00 pm – 2:30 pm	Ronda Paschal/Mark Tollefson Governor’s Office State Capitol, Room 125
2:30 pm – 3:00 pm	Senator Jerry Hill State Capitol, Room 125