



LEGISLATIVE HISTORY

MTC and ABAG Priority Bills

Wednesday, March 6, 2024



| Bill Number | Current Text | Status | Summary | MTC Position | ABAG Position |
|--|----------------------|---------------|--|--------------|---------------|
| AB 6 Friedman | Amended 3/16/2023 | Senate 2 year | Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions. Current law requires that each regional transportation plan also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified. | | |
| AB 7 Friedman | Amended 9/1/2023 | Senate 2 year | Transportation: planning: project selection processes. The Transportation Agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes. | | |
| AB 73 Boerner | Amended 3/9/2023 | Senate 2 year | Vehicles: required stops: bicycles. Current law requires the driver of any vehicle, including a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to stop before entering the intersection. A violation of this requirement is an infraction. This bill would require a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle. | | |

| Bill Number | Current Text | Status | Summary | MTC Position | ABAG Position |
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| AB 86 Jones-Sawyer | Amended 4/20/2023 | Senate 2 year | <p>Homelessness: Statewide Homelessness Coordinator. Would require the Governor to appoint a Statewide Homelessness Coordinator, within the Governor’s Office, to serve as the lead person for ending homelessness in California. The bill would require the coordinator to perform prescribed duties, including, among others, identifying a local leader in each relevant city, county, city and county, or other jurisdiction to serve as a liaison between the coordinator and that jurisdiction, overseeing homelessness programs, services, data, and policies between federal, state, and local agencies, coordinating the timing of release of funds and applications for funding for housing and housing-based services impacting Californians experiencing homelessness, and, in collaboration with local leaders, providing annual recommendations to the Legislature and the Governor, as specified. The bill would authorize the coordinator to adjust state goals to the extent allowed by state law.</p> | | |
| AB 653 Reyes | Amended 5/1/2023 | Senate 2 year | <p>Federal Housing Voucher Acceleration Program. The Housing Authorities Law creates a housing authority in each county and each city that is authorized to transact business and exercise specified powers upon adoption of a resolution by the governing body of the county or city declaring that there is a need for the authority to function. Among other things, current law authorizes a housing authority to prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. This bill would establish the Federal Housing Voucher Acceleration Program, and would require the Department of Housing and Community Development to establish, administer, and fund a grant application process and award grants to public housing authorities in geographically diverse communities, as determined by the department, on or before July 1, 2024. The bill would authorize applicants to use grant funds to provide specified services to the eligible population. The bill would require the department to allocate grant funds to applicants based upon the number of public housing and Section 8 vouchers maintained by the housing authority and by a housing authority’s success rate, defined as the percentage of new voucher families that successfully lease a qualifying unit.</p> | | |
| AB 799 Rivas, Luz | Amended 9/1/2023 | Senate 2 year | <p>Homelessness: financing plan. Would require the California Interagency Council on Homelessness, in collaboration with continuums of care, counties, and big cities, as defined, and other stakeholders, to establish and regularly update a financing plan to solve homelessness by the year 2035. The bill would require the council to establish and update statewide performance metrics to reduce racial and ethnic disparities in homelessness and to increase successful exits from homelessness to permanent housing by updating the Statewide Action Plan for Preventing and Ending Homelessness in California, no later than January 1, 2025, and would require the council to publish these goals on its internet website, as specified.</p> | | |

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| <p>AB 817 Pacheco</p> | <p>Amended 1/17/2024</p> | <p>Senate Rules</p> | <p>Open meetings: teleconferencing: subsidiary body. The Ralph M. Brown Act requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Current law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met (nonemergency provisions). This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.</p> | <p>Support</p> | <p>Support</p> |
| <p>AB 990 Grayson</p> | <p>Amended 1/25/2024</p> | <p>Senate Rules</p> | <p>Water quality: waste discharge requirements: infill housing projects. Under current law, the State Water Resources Control Board and the 9 California regional water quality control boards regulate water quality and prescribe waste discharge requirements in accordance with the federal National Pollutant Discharge Elimination System (NPDES) permit program established by the federal Clean Water Act and the act. This bill would require the regional water board, defined to mean the regional water board with geographic boundaries for the San Francisco Bay region, to, by July 1, 2025, initiate modifications to its waste discharge requirements, as specified. The bill would require these modifications to be completed within 6 months of initiation. Before finalizing the modifications, the bill would require the regional water board to make specified findings, including, among other things, that concerns regarding the potential impacts of the draft NPDES permit requirements on the development of housing on infill sites have been adequately addressed. The bill would make these provisions inoperative on July 1, 2028, and would repeal them on January 1, 2029.</p> | | |

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| AB 1053 Gabriel | Amended 3/30/2023 | Senate 2 year | <p>Housing programs: multifamily housing programs: expenditure of loan proceeds. Current law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. Current law sets forth various general powers of the department in implementing these programs, including authorizing the department to enter into long-term contracts or agreements of up to 30 years for the purpose of servicing loans or grants or enforcing regulatory agreements or other security documents. This bill would authorize a borrower to use any funds approved, reserved, or allocated by the department for purposes of providing a loan under any multifamily housing program under these provisions for construction financing, permanent financing, or a combination of construction financing and permanent financing, as provided.</p> | Support | Support |
| AB 1335 Zbur | Amended 6/22/2023 | Senate 2 year | <p>Local government: transportation planning and land use: sustainable communities strategy. Current law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Current law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. This bill would additionally require each metropolitan planning organization to include in the sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and the total number of new housing units necessary to house the above-described 8-year projection, as specified.</p> | Oppose | Oppose |
| AB 1505 Rodriguez | Amended 7/3/2023 | Senate Inactive File | <p>Seismic retrofitting: soft story multifamily housing. Current law establishes the Seismic Retrofitting Program for Soft Story Multifamily Housing for the purposes of providing financial assistance to owners of soft story multifamily housing for seismic retrofitting to protect individuals living in multifamily housing that have been determined to be at risk of collapse in earthquakes, as specified. Current law also establishes the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund, and its subsidiary account, the Seismic Retrofitting Account, within the State Treasury. Current law provides that the Legislature will appropriate \$250,000,000 from the General Fund in the 2023–24 Budget Act to the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund for the purposes of carrying out the program. Current law requires the CRMP to develop</p> | | |

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| | | | and administer the program, as specified. Existing law makes these provisions inoperative on July 1, 2042, and repeals them as of January 1, 2043. Current federal law, the Robert T. Stafford Disaster Relief and Emergency Assistance Act, establishes various grant opportunities, including the Hazard Mitigation Grant Program and Building Resilient Infrastructure and Communities grant program, to support hazard mitigation projects. This bill would remove the requirement for the Legislature to appropriate \$250,000,000 from the General Fund in the 2023–24 Budget Act to the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund. The bill would authorize the Office of Emergency Services to dedicate federal Hazard Mitigation Grant Program and Building Resilient Infrastructure and Communities application funding to specified projects to augment and support the Seismic Retrofitting Program for Soft Story Multifamily Housing. | | |
| AB 1567 Garcia | Amended 5/26/2023 | Senate Natural Resources and Water | Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024. Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,995,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, clean energy, and workforce development programs. | | |
| AB 1657 Wicks | Amended 3/4/2024 | Senate Appropriations | The Affordable Housing Bond Act of 2024. Current law authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Affordable Housing Bond Act of 2024, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and homeownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. This bill would provide for submission of the bond act to the voters at the March 5, 2024, statewide general election in accordance with specified law. | Support | Support |
| AB 1777 Ting | Introduced 1/3/2024 | Assembly Print | Autonomous vehicles. Would express the intent of the Legislature to enact legislation regarding autonomous vehicles, as specified. | | |
| AB 1778 Connolly | Introduced 1/3/2024 | Assembly Transportation | Vehicles: electric bicycles. Under current law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of | | |

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| | | | age from operating a class 3 electric bicycle. Existing law requires a person operating, or riding upon, a class 3 electric bicycle to wear a helmet, as specified. This bill would additionally prohibit a person under 16 years of age from operating a class 2 electric bicycle. The bill would require a person operating, or riding upon, a class 2 electric bicycle to wear a helmet, as specified. The bill would clarify that an electric bicycle can only be placed in a certain class if it ceases to provide assistance when the bicycle reaches a max speed regardless of the mode. | | |
| AB 1812 Gabriel | Introduced 1/10/2024 | Assembly Budget | Budget Act of 2024. Would make appropriations for the support of state government for the 2024–25 fiscal year. | | |
| AB 1837 Papan | Introduced 1/16/2024 | Assembly Print | San Francisco Bay area: public transportation. Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area. | | |
| AB 1868 Friedman | Introduced 1/18/2024 | Assembly Revenue and Taxation | Property taxation: assessments: affordable housing. Current law requires the county assessor to consider, when valuing real property for property taxation purposes, the effect of any enforceable restrictions to which the use of the land may be subjected. Under current law, these restrictions include, among other enumerated items, a recorded contract with a nonprofit corporation that meets prescribed requirements, including requirements that the nonprofit corporation has received a welfare exemption for properties intended to be sold to low-income families who participate in a special no-interest loan program, and that the contract includes a restriction on the use of the land for at least 30 years to owner-occupied housing available at affordable housing cost. This bill would, for purposes of valuing property by the county assessor, establish a rebuttable presumption that, at the time of purchase, the value of real property subject to a recorded contract that meets the above-described requirements is no greater than the sum of the value of the first mortgage and any applicable down payment. | | |
| AB 1882 Villapudua | Amended 2/14/2024 | Assembly M. & V.A. | Vehicles: fee exceptions. Current law defines “disabled veteran” for purposes of the Vehicle Code as, among other things, a person who, as a result of injury or disease suffered while on active service with the Armed Forces of the United States, has a disability that has been rated at 100% by the Department of Veterans Affairs. Existing law also defines a “disabled veteran” as a veteran who is unable to move without the aid of an assistant device. This bill would instead define a disabled veteran as a veteran who cannot walk without the use of an assistant device. | | |

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| <p>AB 1886 Alvarez</p> | <p>Introduced 1/22/2024</p> | <p>Assembly Housing and Community Development</p> | <p>Housing Element Law: substantial compliance: Housing Accountability Act. 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, commonly referred to as the Housing Element Law, prescribes requirements for a city’s or county’s preparation of, and compliance with, its housing element, and requires the Department of Housing and Community Development to review and determine whether the housing element substantially complies with the Housing Element Law, as specified. If the department finds that a draft housing element or amendment does not substantially comply with the Housing Element Law, current law requires the legislative body of the city or county to either (A) change the draft element or amendment to substantially comply with the Housing Element Law or (B) adopt the draft housing element or amendment without changes and make specified findings as to why the draft element or amendment substantially complies with the Housing Element Law despite the findings of the department. Current law requires a planning agency to promptly submit an adopted housing element or amendment to the department and requires the department to review the adopted housing element or amendment and report its findings to the planning agency within 60 days. This bill would require a planning agency that makes the above-described findings as to why a draft housing element or amendment substantially complies with the Housing Element Law despite the findings of the department to submit those findings to the department. The bill would require the department to review those finding in its review of an adopted housing element or amendment. The bill would create a rebuttable presumption of validity for the department’s findings as to whether the adopted element or amendment substantially complies with the Housing Element Law.</p> | | |
| <p>AB 1893 Wicks</p> | <p>Introduced 1/23/2024</p> | <p>Assembly Housing and Community Development</p> | <p>Housing Accountability Act: housing disapprovals: required local findings. The Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households unless the local agency makes written findings as to one of certain sets of conditions, as specified. One set of conditions is that (A) the jurisdiction has adopted a housing element that is in substantial compliance with the Housing Element Law, and (B) the housing development project is inconsistent with both the jurisdiction’s zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete. This bill would authorize a local agency to disapprove or conditionally approve a housing development project for very low, low-, or moderate-income households if it makes a finding that (A) the local agency has failed to adopt a revised housing element that is in substantial compliance with the Housing Element Law, (B) the housing development project is proposed for a site zoned for residential use or residential mixed-use development, and (C) the housing development project exceeds specified density requirements, has a density that is less than the minimum allowed by state or local law, or does not meet objective standards quantifiable, written development standards, as specified.</p> | | |

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| AB 1904 Ward | Introduced 1/23/2024 | Assembly Transportation | <p>Transit buses: yield right-of-way sign. Current law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Current law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it.</p> | | |
| AB 1932 Ward | Introduced 1/25/2024 | Assembly Housing and Community Development | <p>California Statewide Housing Plan. Current law establishes the California Statewide Housing Plan, developed in cooperation with the private housing industry, regional and local housing and planning agencies, and other agencies of the state, to serve as a state housing plan. Current law requires the plan to incorporate specified segments, including a review of housing assistance policies, goals, and objectives affecting the homeless. This bill would recast that provision to require the plan to incorporate, in consultation with the Interagency Council on Homelessness and utilizing data from the Homeless Data Integration system, a review of housing assistance, policies, goals, and objectives affecting people experiencing homelessness.</p> | | |
| AB 1958 Berman | Introduced 1/29/2024 | Assembly Local Government | <p>Santa Clara Valley Transportation Authority: board of directors. Current law vests the government of the Santa Clara Valley Transportation Authority (VTA) in a 12-member board of directors, appointed by the County of Santa Clara and the cities within the county, as specified. Current law requires, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation issues. This bill would require, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation or project management issues.</p> | | |
| AB 2023 Quirk-Silva | Introduced 1/31/2024 | Assembly Housing and Community Development | <p>Housing element substantial compliance: rebuttable presumptions. The Housing Element Law prescribes requirements for a city's or county's preparation of, and compliance with, its housing element, and requires the Department of Housing and Community Development to review and determine whether the housing element substantially complies with the Housing Element Law, as specified. Current law also requires the department to review any action or failure to act by a city, county, or city and county that it determines is inconsistent with an adopted housing element and requires the department to provide a reasonable time no longer than 30 days for the city, county, or city and county to respond. Current law creates a rebuttable presumption in any action filed on or after January 1, 1991, taken to challenge the validity of a housing element of the validity of the element or amendment if the department has found that the element or amendment substantially complies with the requirements of the Housing Element Law. This bill would create a rebuttable presumption of invalidity in any legal action challenging an action or failure to act by a city, county, or city and county if the department finds that the city, county, or city and county's action or failure to act</p> | | |

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| | | | does not substantially comply with its adopted housing element or specified obligations under the Housing Element Law. | | |
| AB 2061 Wilson | Introduced 2/1/2024 | Assembly Revenue and Taxation | Sales and Use Tax: exemptions: zero-emission public transportation ferries. Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill, beginning January 1, 2025, and until January 1, 2030, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined, sold to a public agency, as specified. | | |
| AB 2086 Schiavo | Introduced 2/5/2024 | Assembly Transportation | Department of Transportation funding: report and public dashboard. Would require the California Transportation Commission, on or before January 1, 2026, to adopt guidelines for the Department of Transportation to use to determine whether the use of the funding made available to the department is advancing the Core Four priorities of safety, equity, climate action, and economic prosperity established by the Transportation Agency. In developing the guidelines, the bill would require the commission to conduct a public engagement process, hold a public comment period, and allow the interagency equity advisory committee established by these 3 agencies an opportunity to review, provide recommendations on, and evaluate potential changes to, the proposed guidelines. | | |
| AB 2158 Flora | Introduced 2/6/2024 | Assembly Transportation | Vehicles: disabled veterans. Current law authorizes the Department of Motor Vehicles to issue a distinguishing placard to a qualified disabled veteran or person with a disability, upon application, to be displayed upon a parked vehicle for the purposes of identifying eligibility for certain parking privileges. For purposes of the department issuing special license plates and distinguishing placards, this bill would authorize the department to issue a special license plate or distinguishing placard to a veteran who has a post-traumatic stress disorder diagnosis that is connected to their military service, as specified. | | |
| AB 2187 Bryan | Introduced 2/7/2024 | Assembly Print | Office of Tenants' Rights and Protections. Current law regulates terms and conditions for the hiring of real property and provides certain protections for tenants, including by prescribing statewide limits on the application of local rent control with regard to certain properties and by prohibiting an owner of residential real property from terminating a tenancy without just cause, as provided. Current law makes it unlawful for the owner of any housing accommodation to discriminate against or harass any person based on certain personal characteristics. This bill would state the intent of the Legislature to enact subsequent legislation to establish the Office of Tenants' Rights and Protections. | | |
| AB 2230 Bennett | Introduced 2/8/2024 | Assembly Judiciary | Residential Housing Unfair Practices Act of 2023. The Cartwright Act makes every trust unlawful, against public policy, and void, subject to specified exemptions. A "trust" is defined for these purposes as a combination of capital, skill, or acts by 2 or more persons for certain designated purposes. A violation of the act is punishable as a crime. This bill would expand the definition of "trust" under the act to specifically include the capital, skill, or acts of all affiliated persons, as defined. For purposes of the act, the bill would define an "affiliated person" to include, among others, a natural person related within the 3rd degree of | | |

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| | | | consanguinity or affinity to any other person, together with other specified persons with certain ownership interests. The bill would expand the purposes for a trust under the act to include creating or carrying out restrictions in residential housing, preventing or limiting competition in development or redevelopment, construction, leasing, rental, or purchase of residential housing, among other specified acts. | | |
| AB 2240 Arambula | Introduced 2/8/2024 | Assembly Housing and Community Development | Farm labor centers: migratory agricultural workers. The Farm Labor Center Law authorizes a housing authority to acquire, own, operate, construct, reconstruct, repair, replace, maintain, and dispose of a farm labor center, as defined, due to the need to assemble, domicile, and house persons and families engaged in agricultural work. Current law also authorizes a housing authority to arrange and contract for the furnishing of services, privileges, works, or facilities for or in connection with its farm labor center, as specified. Current law prohibits a housing authority that operates a farm labor center from limiting an agricultural worker’s housing unit occupancy period to less than 270 days if the Director of Agriculture certifies that there are seasonal crops that would keep those workers in the immediate area for that period of time. This bill instead would prohibit the housing authority from limiting the occupancy period, unless approved by the Department of Housing and Community Development. | | |
| AB 2290 Friedman | Introduced 2/12/2024 | Assembly Transportation | Transportation: Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program. Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program, as provided. Current law establishes 4 classifications of bikeways and defines a “Class III bikeway” as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. This bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less. | | |
| AB 2361 Davies | Introduced 2/12/2024 | Assembly Housing and Community Development | Planning and zoning: regional housing needs: exchange of allocation: Counties of Orange and San Diego. The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes, among other specified mandatory elements, a housing element. That law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. That law further requires the appropriate council of governments, or, for cities and counties without a council of governments, the department, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county in accordance with certain requirements. This bill would establish a pilot program for the Counties of Orange and San Diego, and the cities therein. The bill would authorize a city or county within the pilot program, by agreement, to transfer all or a portion of its allocation of regional housing need to another city or county within the pilot program. | | |

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| <p>AB 2396 Reyes</p> | <p>Introduced 2/12/2024</p> | <p>Assembly Housing and Community Development</p> | <p>State Partnership for Affordable Housing Registries in California Grant Program. Current law creates the Department of Housing and Community Development and sets forth its powers and duties relating to the administration of housing programs. This bill would, upon appropriation by the Legislature, require the department to solicit participation in the State Partnership for Affordable Housing Registries in California Grant Program among eligible entities, as defined, through a notice of funding availability. The bill would require the department to disburse funds awarded to eligible entities, and require program administrators, as defined, to launch Phase 1 of the platforms, as specified. The bill would require the department to disburse funds to applicants in geographically diverse communities to the extent feasible. This bill would authorize a program administrator to contract, as specified, with a vendor and would require a vendor selected to create and maintain the platform to meet the requirements of the bill’s provisions. The bill would require the platform to have certain capabilities, including that Phase 1 functions include the capability to view affordable housing listings and information, as specified, and that Phase 2 functions include the capability to apply to affordable housing units, as specified. The bill make any personally identifiable information collected by the platform or shared between eligible entities and the department in administering this chapter confidential and exempt it from public disclosure, as specified.</p> | | |
| <p>AB 2485 Carrillo, Juan</p> | <p>Introduced 2/13/2024</p> | <p>Assembly Print</p> | <p>Planning and zoning: regional housing need. Thee Planning and Zoning Law requires the legislative body of 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, as specified, existing law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as prescribed. This bill would make nonsubstantive changes to those provisions.</p> | | |
| <p>AB 2506 Lowenthal</p> | <p>Introduced 2/13/2024</p> | <p>Assembly Revenue and Taxation</p> | <p>Property taxation: local exemption: possessory interests: publicly owned housing. Would authorize a county board of supervisors to exempt from property taxation any possessory interest held by a tenant of publicly owned housing, as defined, with a value so low that the total taxes and applicable subventions on the property would amount to less than the cost of assessing and collecting them, except as provided. The bill would provide that there is a rebuttable presumption that the property taxes and applicable subventions on a possessory interest held by a tenant in publicly owned housing are less than the costs of assessing and collecting those taxes and applicable subventions. The bill would set forth procedures for granting or denying those exemptions and for implementing the exemption. The bill would provide that the board shall be deemed to have agreed with the rebuttable presumption and the exemption shall be deemed granted if the board does not take any action, if the board agrees, by a majority vote, to grant the exemption at a public hearing, or if the board fails to reach a majority vote for or against the exemption at the public hearing. By imposing additional duties on county boards of supervisors and local tax officials, the bill would impose a state-mandated local program.</p> | | |

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| <p>AB 2535 Bonta</p> | <p>Introduced 2/13/2024</p> | <p>Assembly Transportation</p> | <p>Trade Corridor Enhancement Program. Current law requires the California Transportation Commission, under a program commonly known as the Trade Corridor Enhancement Program, to allocate, upon appropriation by the Legislature, revenues from a specified portion of the state excise tax on diesel fuel and certain federal funds for infrastructure projects located on or along specified transportation corridors. Under existing law, eligible projects under the program include, among others, highway improvements to more efficiently accommodate the movement of freight and environmental and community mitigation or efforts to reduce environmental impacts of freight movement. This bill would prohibit the commission from allocating funding under the program to a project that adds a general purpose lane to a highway or expands highway capacity in a community that meets certain criteria relating to pollution impacts.</p> | | |
| <p>AB 2584 Lee</p> | <p>Introduced 2/14/2024</p> | <p>Assembly Judiciary</p> | <p>Single-family residential real property: corporate entity: ownership. Current law generally regulates the obligations of owners with respect to real property. This bill would prohibit a business entity that has an interest in more than 1,000 single-family residential properties from purchasing, acquiring, or otherwise obtaining an interest in another single-family residential property and subsequently leasing the property. The bill would authorize the Attorney General to bring a civil action for a violation of these provisions, and would require a court in a civil action in which the Attorney General prevails to order specified relief, including that the business entity pay a civil penalty of \$100,000 for each violation and that the business entity sell the property to an independent third party within one year of the date that the court enters judgment.</p> | | |
| <p>AB 2645 Lackey</p> | <p>Introduced 2/14/2024</p> | <p>Assembly Print</p> | <p>Electronic toll collection systems: information sharing: law enforcement. Current law authorizes a law enforcement agency to request the Department of the California Highway Patrol (CHP) to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Current law also authorizes the CHP, upon the request of a law enforcement agency, to activate various other alerts for missing individuals meeting certain criteria and alerts following an attack upon a law enforcement officer or a hit-and-run fatality. This bill, if the CHP activates one of the above-mentioned alerts and that alert contains a license plate number of a vehicle involved in the incident, would require a transportation agency that employs an electronic toll collection system to notify the CHP and the law enforcement agency that requested the alert upon identifying that vehicle with that license plate number using a camera-based vehicle identification system or other electronic medium employed in connection with the electronic toll collection system. The bill would require the notification to include the time and location that the vehicle was identified. By requiring a local transportation agency to report this information, this bill would impose a state-mandated local program.</p> | | |

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| AB 2649 Wicks | Introduced 2/14/2024 | Assembly Print | <p>State government: housing projects. Would state the intent of the Legislature to enact legislation that would designate an unspecified state entity with permitting authority for housing projects of statewide significance, and would make related findings and declarations.</p> | | |
| AB 2669 Ting | Introduced 2/14/2024 | Assembly Transportation | <p>Toll bridges: tolls. Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges.</p> | | |
| AB 2678 Wallis | Introduced 2/14/2024 | Assembly Transportation | <p>Vehicles: high-occupancy vehicle lanes. Current state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Current federal law authorizes, until September 30, 2025, a state to allow specified alternate fuel and plug-in electric or hybrid vehicles to use lanes designated for HOVs. Current state law authorizes the Department of Motor Vehicles to issue decals or other identifiers to qualified vehicles, as specified. Current state law allows a vehicle displaying a valid decal or identifier issued pursuant to these provisions to be operated in a lane designated for the exclusive use of HOVs regardless of the occupancy of the vehicle. These current state laws, by operation of their provisions, become inoperative on the date the federal authorization expires. This bill would cancel the repeal of these provisions on September 30, 2025, and continue the operation of these provisions until the expiration of the federal authorization, currently September 30, 2025.</p> | | |
| AB 2719 Wilson | Introduced 2/14/2024 | Assembly Transportation | <p>Vehicles: commercial vehicle inspections. Would authorize a public transit agency, as defined, to request the California Highway Patrol (CHP) to conduct an annual inspection and certification of its fleet. The bill would authorize the Commissioner of the CHP to issue stickers or other devices as evidence of certification. The bill would exempt any public transit agency vehicle that has been certified through that inspection from the requirement to stop at a roadside inspection.</p> | | |
| AB 2728 Gabriel | Introduced 2/14/2024 | Assembly Print | <p>Housing element: substantial compliance: presumption. 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 requires that general plan to include, among other mandatory elements, a housing element. Current law requires the Department of Housing and Community Development to review housing elements and amendments for substantial compliance with that law. Current law requires each city and county to consider the guidelines adopted by the department in the preparation of the housing element. Under existing law, in an action challenging the validity of a housing element, there is a rebuttable presumption of the validity of the element or amendment if the department has found that the element or amendment substantially complies, as provided. This bill would make nonsubstantive changes to that provision.</p> | | |

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| AB 2744 McCarty | Introduced 2/15/2024 | Assembly Transportation | <p>Vehicles: pedestrian, bicycle, and vehicle safety. Current law authorizes a legislative body of a city, whenever this legislative body determines that it is necessary for the more efficient maintenance, construction, or repair of streets and roads within the city, to contract with the board of supervisors of any county for the rental of the county’s equipment, as specified. This bill would, beginning on January 1, 2025, prohibit the addition of a right-turn or travel lane within 20 feet of a marked or unmarked crosswalk where there is not already a dedicated and marked right-turn or travel lane, and would prohibit vehicles from using this 20-foot area for right turns unless the area is already marked as a dedicated right-turn lane before January 1, 2025.</p> | | |
| AB 2776 Rodriguez | Introduced 2/15/2024 | Assembly Print | <p>State Government: major federal disasters: funding priority. Current law, the California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 20% of the annual proceeds of the fund to the council for the Affordable Housing and Sustainable Communities Program, as provided. Under its authority, the council established the Sustainable Agricultural Lands Conservation Program as a component of the Affordable Housing and Sustainable Communities Program to provide incentives for conservation of agricultural lands. This bill would require the Office of Emergency Services (OES), the Office of Planning and Research (OPR), and the council to prioritize infrastructure and housing recovery projects in communities that suffered a loss in population and businesses due to a major federal disaster and have unmet recovery needs as a result of a major federal disaster. The bill would require the OPR and the council to prioritize funding to communities recovering from major federal disasters under specified programs, including, the Affordable Housing and Sustainable Communities Program and the Sustainable Agricultural Lands Conservation Program.</p> | | |
| AB 2809 Haney | Introduced 2/15/2024 | Assembly Print | <p>Vehicles: automated speed enforcement. Would require the Secretary of Transportation to develop guidelines for the implementation of a state highway work zone speed safety program using automated speed enforcement systems, as specified. The bill would authorize the Department of Transportation to establish a state highway work zone speed safety program in accordance with those guidelines. The bill would require the department, if a program is established, to prepare and submit a report to the Legislature, as specified.</p> | | |
| AB 2813 Aguiar-Curry | Introduced 2/15/2024 | Assembly Print | <p>Government Investment Act. The Legislature adopted ACA 1 at the 2023–24 Regular Session of the Legislature, which, if approved by the voters, would amend and add provisions of the California Constitution to (1) create an additional exception to the 1% limit on the ad valorem tax rate on real property by authorizing a local jurisdiction 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</p> | | |

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| | | | housing, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction; and (2) authorize a local jurisdiction to impose, extend, or increase a sales and use tax to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction. Pursuant to the existing law described above, ACA 1 is scheduled to appear on the ballot at the November 5, 2024, statewide general election. This bill would authorize a local government that imposes a tax under ACA 1 to commit revenues to affordable housing programs, including downpayment assistance, first-time home buyer programs, and owner-occupied affordable housing rehabilitation programs. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness or ACA 1 special taxes to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety buildings, facilities, and equipment. | | |
| AB 2986 Carrillo, Wendy | Introduced 2/16/2024 | Assembly Print | Los Angeles County Regional Housing Finance Act. The Los Angeles County Regional Housing Finance Act establishes the Los Angeles County Affordable Housing Solutions Agency. Current law authorizes the agency to determine its organizational structure. Current law specifies that any subsidiary unit established by the agency shall be referred to as an organizational unit and it, or its chief executive officer, may be delegated powers or duties deemed appropriate, as specified. This bill would make nonsubstantive changes to the provisions described above authorizing the agency to delegate an organizational unit, or its chief executive officer, appropriate powers and duties. | | |
| AB 3055 Carrillo, Juan | Introduced 2/16/2024 | Assembly Print | Vehicles: high-occupancy vehicle lanes: veterans. Would authorize the Department of Transportation and local authorities to permit exclusive or preferential use of high-occupancy vehicles (HOVs) lanes to be used by a vehicle driven by a disabled veteran of the United States Armed Forces, as defined, regardless of the number of passengers in the vehicle or the type of vehicle, provided that the vehicle is registered to or owned, and is driven, by the veteran and the vehicle displays a decal approved by the Department of Motor Vehicles. The bill would require the Department of Motor Vehicles to issue the decal to an applicant, upon proof of eligibility that the applicant is a disabled veteran. | | |
| AB 3138 Wilson | Introduced 2/16/2024 | Assembly Print | Vehicle identification and registration: alternative devices. Current law authorizes the Department of Motor Vehicles to establish a program allowing an entity to issue devices as alternatives to the conventional license plates, stickers, tabs, and registration cards, subject to specific requirements that include limitations on how vehicle location technology is used with an alternative device and how an alternative device may display certain specialized license plates. Current law requires an alternative device to be subject to the approval of the Department of the California Highway Patrol. This bill would instead require the department to consult with the Department of the California Highway Patrol when approving an alternative device. The bill would modify the limitations on the use of vehicle location technology and the replication of specialized license plates. The bill would authorize the department to approve an alternative device that displays banner messages, as specified. | | |

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| ACA 10 Haney | Introduced 3/6/2023 | Assembly Appropriations | <p>Fundamental human right to housing. The California Constitution enumerates various personal rights, including the right to enjoy and defend life and liberty, acquiring, possessing, and protecting property, and pursuing and obtaining safety, happiness, and privacy. This measure would declare that the state recognizes the fundamental human right to adequate housing for everyone in California. The measure would make it the shared obligation of state and local jurisdictions to respect, protect, and fulfill this right, by all appropriate means, as specified.</p> | | |
| ACA 18 Wallis | Introduced 2/16/2024 | Assembly Print | <p>Road usage charges: vote and voter approval requirements. The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature, and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a “tax” as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement.</p> | | |
| SB 225 Caballero | Amended 6/22/2023 | Assembly 2 year | <p>Community Anti-Displacement and Preservation Program: statewide contract. This bill would establish the Community Anti-Displacement and Preservation Program (CAPP) to make loans to aq/rehab unrestricted housing units and attach long-term affordability restrictions. HCD would issue an RFQ to select a private sector entity or consortium to manage the program for 5 years. Additionally, HCD could award funding to local entities to make loans for the same purposes.</p> | Support | Support |
| SB 440 Skinner | Amended 6/30/2023 | Assembly 2 year | <p>Regional Housing Finance Authorities. The San Francisco Bay Area Regional Housing Finance Act establishes the Bay Area Housing Finance Authority to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area, as defined, and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. The Los Angeles County Regional Housing Finance Act similarly establishes the Los Angeles County Affordable Housing Solutions Agency to increase the supply of affordable housing in Los Angeles County, as specified. This bill, the Regional Housing Finance Act, would authorize 2 or more local governments, as defined, to establish a regional housing finance authority to raise, administer, and allocate funding for affordable housing in the jurisdiction of the authority, as defined, and provide technical assistance at a regional level for affordable housing development, including new construction and the preservation of existing housing to serve a range of incomes and housing types. The bill would require an authority to be governed by a board composed of at least 3 directors who are elected officials representing the local governments that are members of the authority.</p> | | |

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| <p>SB 517 Gonzalez</p> | <p>Amended 3/22/2023</p> | <p>Assembly 2 year</p> | <p>Economic development: movement of freight. Current law authorizes GO-Biz to undertake various activities relating to economic development, including the provision of prescribed information. Current law requires the Transportation Agency to prepare a state freight plan that provides a comprehensive plan to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would authorize GO-Biz to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and the supply chain across the state and to promote and assess the continued economic vitality, economic competitiveness, and sustainability of the freight sector. The bill would also authorize GO-Biz to provide freight and supply chain economic competitiveness information.</p> | | |
| <p>SB 532 Wiener</p> | <p>Amended 6/29/2023</p> | <p>Assembly Appropriations</p> | <p>San Francisco Bay area toll bridges: tolls: transit operating expenses. Would, until December 31, 2028, require the Bay Area Toll Authority (BATA) to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to the Metropolitan Transportation Commission (MTC) for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified.</p> | | |
| <p>SB 768 Caballero</p> | <p>Amended 1/11/2024</p> | <p>Assembly Desk</p> | <p>California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study. The California Environmental Quality Act (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. Current law requires the Office of Planning and Research to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law creates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles, which is the major source of air pollution in many areas of the state. Existing law authorizes the state board to do those acts as may be necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board. This bill would require the state board, by January 1, 2026, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to CEQA, as specified.</p> | | |

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| <p>SB 827 Glazer</p> | <p>Amended 1/11/2024</p> | <p>Assembly Desk</p> | <p>San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General. Current law establishes the independent Office of the San Francisco Bay Area Rapid Transit District (BART) Inspector General within BART and specifies the duties and responsibilities of the BART Inspector General including, among others, conducting, supervising, and coordinating audits and investigations relating to the district’s programs and operations. This bill would provide that the BART Inspector General is vested with the full authority to exercise all responsibility for maintaining a full scope, independent, and objective audit and investigation program. The bill would provide the office with access and authority to examine all records, files, documents, accounts, reports, correspondence, or other property of the district and external entities that perform work for the district. The bill would provide that all books, papers, records, and correspondence of the office are public records subject to the California Public Records Act, but would prohibit the BART Inspector General from releasing certain types of records to the public, except under certain circumstances.</p> | | |
| <p>SB 834 Portantino</p> | <p>Amended 2/22/2024</p> | <p>Assembly Rules</p> | <p>Vehicles: preferential parking: residential, commercial, or other development project. Current law authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for parking, and permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities. Current law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined. Current law, notwithstanding the above-described prohibition, authorizes a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if specified conditions are met. Current law authorizes a local authority to authorize preferential parking for designated groups to park on specified streets if the local authority determines that use of the permits will not adversely affect parking conditions for residents and merchants in the area. This bill would prohibit a local authority from issuing any permit conferring preferential parking privileges to any residents or vendors of any developments within 1/2 mile of public transit and exempt from parking minimums. The bill would require the local authority to revise the boundaries of any such preferential parking district to exclude those developments from its boundaries. The bill would make related findings and declarations, and state that it is the intent of the Legislature to discourage car use by incentivizing development near public transit.</p> | | |
| <p>SB 867 Allen</p> | <p>Amended 6/22/2023</p> | <p>Assembly Natural Resources</p> | <p>Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024. Would enact the Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in</p> | | |

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| | | | the amount of \$15,500,000,000 pursuant to the State General Obligation Bond Law to finance projects for drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate smart agriculture, park creation and outdoor access, and clean energy programs. | | |
| SB 904 Dodd | Introduced 1/4/2024 | Senate Transportation | Sonoma-Marín Area Rail Transit District. Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under current law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Current law authorizes the board to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district’s board of directors or a qualified voter initiative in their respective counties, as specified. | | |
| SB 915 Cortese | Introduced 1/9/2024 | Senate Local Government | Local government: autonomous vehicles. Would prohibit an autonomous vehicle service, which has received approval to conduct commercial passenger service or engage in commercial activity using driverless vehicles by the Department of Motor Vehicles, the Public Utilities Commission, or another state agency, from commencing operation within a local jurisdiction until authorized by a local ordinance enacted pursuant to the bill’s provisions. The bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization to operate, to protect the public health, safety, and welfare by adopting an ordinance or resolution in regard to autonomous vehicle services within that jurisdiction. The bill would require each city, county, or city and county that adopts an ordinance or resolution to include certain provisions within that ordinance or resolution. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program, the establishment of reasonable vehicle caps and hours of service restrictions, and the establishment of an interoperability or override system accessible by first responders in case of an emergency. | | |
| SB 917 Skinner | Introduced 1/10/2024 | Senate Budget and Fiscal Review | Budget Act of 2024. Would make appropriations for the support of state government for the 2024–25 fiscal year. | | |

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| SB 925 Wiener | Introduced 1/11/2024 | Senate Rules | <p>San Francisco Bay area: local revenue measure: transportation improvements. Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area’s public transportation system, as well as other transportation improvements.</p> | Sponsor | |
| SB 926 Wahab | Introduced 1/12/2024 | Senate Transportation | <p>San Francisco Bay area: public transportation. Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Current law establishes the Transportation Agency, consisting of various state agencies under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the Transportation Agency to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of the Metropolitan Transportation Commission.</p> | | |
| SB 936 Seyarto | Amended 2/20/2024 | Senate Environmental Quality | <p>California Environmental Quality Act: exemption: road and safety improvement projects. The California Environmental Quality Act (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. This bill would exempt from CEQA activities or projects undertaken by the Department of Transportation for road and safety improvements at any of the 15 locations in the state highway system with the highest rates of vehicle collisions at any given time, as determined in accordance with data collected by the department.</p> | | |
| SB 946 McGuire | Introduced 1/18/2024 | Senate Rules | <p>Wildfires: community hardening. Current law requires the Community Wildfire Mitigation Assistance Program to, among other things, provide technical assistance to local jurisdictions with community wildfire preparedness and prevention services and identify funding opportunities and best practices, including, but not necessarily limited to, defensible space, structure hardening, fuel reduction around communities, wildland building code standards, and land use planning. This bill would state the intent of the Legislature to enact subsequent legislation related to community hardening to address risks resulting from wildfires.</p> | | |

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| SB 951 Wiener | Introduced 1/18/2024 | Senate Natural Resources and Water | <p>California Coastal Act of 1976: coastal zone: City and County of San Francisco. Current law requires a city or 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 adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, among other things. Current law requires the housing element to contain an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. Current law requires rezoning, including adoption of minimum density and development standards, as specified, when an inventory of sites does not identify adequate sites to accommodate the need for groups of specified household income levels. This bill would additionally apply specified rezoning standards for any necessary local coastal program updates for jurisdictions located within the coastal zone.</p> | | |
| SB 960 Wiener | Introduced 1/23/2024 | Senate Transportation | <p>Transportation: planning: transit priority projects: multimodal. Would require all transportation projects funded or overseen by the Department of Transportation to provide comfortable, convenient, and connected complete streets facilities unless an exemption is documented and approved, as specified.</p> | | |
| SB 961 Wiener | Introduced 1/23/2024 | Senate Transportation | <p>Vehicles: safety equipment. The Department of the California Highway Patrol regulates the safe operation of specified vehicles, including motortrucks of 3 or more axles that are more than 10,000 pounds, truck tractors, trailers, semitrailers, and buses. Current federal law regulates required safety equipment on vehicles, including rear impact guards on certain large trucks to prevent rear underrides in collisions with passenger vehicles. This bill would require certain trucks and trailers to also be equipped with side guards, as specified.</p> | | |
| SB 968 Seyarto | Introduced 1/24/2024 | Senate Housing | <p>Planning and zoning: regional housing needs allocation. Current law requires each council of governments or delegate subregion, as applicable, to develop a proposed methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or within the subregion, as provided. Current law requires the consideration of several specified factors in developing the methodology. Current law prohibits certain criteria from being a justification for a determination or reduction in a jurisdiction's share of the regional housing need, including prior underproduction of housing in a city or county from the previous regional housing need allocation, as specified. This bill would permit the council of governments or delegate subregion, in developing the methodology, to consider prior overproduction of housing units in a city or county from the previous regional housing need allocation in a particular income category and to count it as credit toward the future regional housing need allocation of that same income category in the next cycle. The bill would provide that the amount eligible to count as credit toward the next cycle is determined by each jurisdiction's most recent annual progress report, as specified.</p> | | |
| SB 1032 Padilla | Introduced 2/6/2024 | Senate Housing | <p>Housing finance: portfolio restructuring: loan forgiveness. Current law establishes various rental housing finance programs administered by the Department of Housing and Community Development. Current law authorizes the department to monitor and fund various multifamily housing loans. With respect to these programs and loans, current law authorizes the department to approve an extension of a department loan, the reinstatement of a qualifying unpaid matured</p> | | |

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| | | | loan, the subordination of a department loan to new debt, or an investment of tax credit equity pursuant to specified rental housing finance programs and multifamily housing loans administered, monitored, or funded by the department, subject to specified requirements. This bill would additionally authorize the department to forgive the above-described loans, including the full amounts of the principal, interests, fees, and any other outstanding balances of specified department loans, if the borrower shows that the loan is impeding their ability to maintain and operate the project, as specified. | | |
| SB 1054 Rubio | Introduced 2/8/2024 | Senate Energy, Utilities and Communications | Climate Pollution Reduction in Homes Initiative: grants. Would, upon appropriation by the Legislature, establish the Climate Pollution Reduction in Homes Initiative, which would require the State Energy Resources Conservation and Development Commission, in consultation with the Department of Community Services and Development, to award grants for local service providers, as defined, nonprofit organizations, and regional collections of local governments to provide financial assistance to low-income households for the purchase of zero-carbon-emitting appliances. The initiative would require the commission to develop guidelines for implementation, as specified, and authorize local service providers, nonprofit organizations, and regional collections of local governments to use those grant moneys for outreach and technical assistance, rebates, loans, installation, educational information, and other support services to assist low-income households. | | |
| SB 1055 Min | Introduced 2/8/2024 | Senate Housing | Accessory dwelling units: regional housing need. Current law requires the planning agency of a city or county to provide an annual report to its legislative body, the Office of Planning and Research, and the Department of Housing and Community Development by April 1 of each year that includes, among other information, the city's or county's progress in meeting its share of regional housing needs, as described. Existing law, the Planning and Zoning Law, authorizes a local agency, by ordinance or ministerial approval, to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Current law authorizes a local agency to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit. Current law prohibits a local agency from establishing height limitations for accessory dwelling units, including height limitations that would prohibit attached accessory dwelling units from attaining a height of 25 feet, as specified. This bill would prohibit a qualifying local agency from imposing height limitations that would prohibit an attached accessory dwelling unit from attaining a height of 16 feet, as specified. The bill would define "qualifying local agency" as a local agency that the Department of Housing and Community Development has determined that the number of housing units that have been entitled by the local agency, as shown on its most recent annual progress report, is greater than the local agency's share of the regional housing need, for the low- and very low income categories, prorated for that annual reporting period. | | |

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| SB 1077 Blakespear | Introduced 2/12/2024 | Senate Natural Resources and Water | <p>Coastal resources: coastal development permits: accessory and junior accessory dwelling units: parking requirements. The California Coastal Act of 1976 provides that a coastal development is not required for specified types of development in specified areas, as provided. Existing law, the Planning and Zoning Law, authorizes a local agency to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Current law also authorizes a local agency to provide for the creation of junior accessory dwelling units in single-family residential zones, as specified. This bill would provide that a coastal development permit shall not be required for the addition of an accessory dwelling unit or a junior accessory dwelling unit that is proposed to be developed on a lot with an existing residential structure, as provided. The bill would provide, as an exception to the above, that a coastal development permit may be required for the development of an accessory dwelling unit or a junior accessory dwelling unit that is proposed to be located in specified locations.</p> | | |
| SB 1079 Menjivar | Introduced 2/12/2024 | Senate Housing | <p>Youth Center and Youth Housing Bond Act of 2024. Would enact the Youth Center and Youth Housing Bond Act of 2024 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$_____ pursuant to the State General Obligation Bond Law to finance the Youth Center and Youth Housing Program, established as part of the bond act. The bill, as a part of the program, would require the Department of Housing and Community Development to make awards to local agencies, nonprofit organization, and joint ventures for the purpose of acquiring, renovating, constructing, and purchasing equipment for youth centers or youth housing, as those terms are defined.</p> | | |
| SB 1187 McGuire | Introduced 2/14/2024 | Senate Housing | <p>Housing programs: Tribal Housing Reconstitution and Resiliency Act. Would enact the Tribal Housing Reconstitution and Resiliency Act and would create the Tribal Housing Grant Program Trust Fund to be administered by the Department of Housing and Community Development. The bill would require the fund, upon appropriation from the Legislature, to be allocated in accordance with a specified formula, as provided. This bill contains other related provisions.</p> | | |

California Local & Regional Government Association Bill Position Resources

League of California Cities (“the League”)

- <https://www.calcities.org/advocacy/bill-search>

California State Association of Counties (CSAC)

- <https://www.counties.org/legislative-tracking>

California Association of Councils of Government (CALCOG)

- <https://calcog.org/bill-tracker/>

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

2024 Legislative Calendar*

January

- 1: Statutes take effect
- 3: **Legislature reconvenes**
- 10: Budget must be submitted by Governor
- 12: Last day for **policy committees** to hear and report to **fiscal committees'** fiscal bills introduced in their house in the **odd-numbered year**.
- 15: Martin Luther King, Jr. Day
- 19: Last day for any committee to hear and report to the **Floor** bills introduced in that house in the odd-numbered year. Last day to submit bill requests to the Office of Legislative Counsel.
- 31: Last day for each house **to pass bills introduced** in that house in the odd-numbered year

February

- 16: Last day for bills to be **introduced**
- 19: Presidents' Day

March

- 21: **Spring Recess** begins upon adjournment
- 29: Cesar Chavez Day observed.

April

- 1: Legislature reconvenes from **Spring Recess**
- 26: Last day for **policy committees** to hear and report to **fiscal committees** fiscal bills introduced in their house

May

- 3: Last day for **policy committees** to meet and report to the floor **nonfiscal** bills introduced in their house
- 10: Last day for **policy committees** to meet prior to May 28
- 17: Last day for **fiscal committees** to hear and report to the **Floor** bills introduced in their house. Last day for **fiscal committees** to meet prior to May 28.
- 20- 24: **Floor session only**. No committees may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 24: Last day for each house to pass bills introduced in that house
- 27: Memorial Day
- 28: Committee meetings may resume

June

- 15: Budget Bill must be passed by **midnight**
- 27: Last day for a legislative measure to qualify for the Nov. 5 General Election ballot

July

- 3: Last day for **policy committees** to meet and report bills. **Summer Recess** begins upon adjournment, provided Budget Bill has been passed.
- 4: Independence Day

August

- 5: Legislature reconvenes from **Summer Recess**
- 16: Last day for **fiscal committees** to meet and report bills
- 19-31: **Floor session only**. No committees may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 23: Last day to **amend** bills on the floor
- 31: Last day for **each house to pass bills**. **Final Recess** begins upon adjournment

September

- 2: Labor Day
- 30: Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in the Governor's possession on or after Sept.

October

- 2: Bills enacted on or before this date take effect January 1, 2025

November

- 5: General Election
- 30: Adjournment *sine die* at midnight

December

- 2: 2025-26 Regular Session convenes for Organizational Session at 12 noon.

2025

- January 1: Statutes take effect

Source: compiled by the Office of the Assembly Chief Clerk (<https://clerk.assembly.ca.gov/>) and the Office of the Secretary of The Senate (<https://www.senate.ca.gov/legdeadlines>).

*Dates are subject to change.