



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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MEETING OF THE

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

***Members of the Public are Welcome to Attend
In-Person & Remotely***

***Tuesday, July 18, 2023
8:30 a.m. – 10:00 a.m.***

To Attend In-Person:

**SCAG Main Office – Policy B Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/805439887>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 805 439 887**

PUBLIC ADVISORY

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Attending the Meeting

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy B Meeting Room on the 17th floor starting at 3:00 p.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/805439887>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 805 439 887**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

- 1. In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Monday, July 17, 2023**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Monday, July 17, 2023, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

OUR MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

Be Open | Lead by Example | Make an Impact | Be Courageous



2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

In accordance with SCAG’s Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is “willfully interrupted” and the “orderly conduct of the meeting” becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE MEETING AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p>Cindy Allen Long Beach City Hall 11th Floor 411 W Ocean Blvd Long Beach, CA 90802</p>	<p>Wendy Bucknum 16800 Aston Suite 200 Irvine, CA 92606</p>
<p>Jenny Crosswhite Santa Paula City Hall 970 E. Ventura Street, Santa Paula, CA 93060</p>	<p>Margaret Finlay 2221 Rim Road Duarte, CA 91008</p>
<p>Curt Hagman Chino Hills District Office 14010 City Center Drive Chino Hills, CA 91709</p>	<p>Jan Harnik Palm Desert City Hall 73-510 Fred Waring Driver Palm Desert, CA 92260</p>
<p>Laura Hernandez Port Hueneme City Hall 250 N. Ventura Road Port Hueneme, CA 93041-3094</p>	<p>Patricia Lock Dawson Riverside City Hall 7th Floor Conference Room 3900 Main Street Riverside, CA 92522</p>
<p>Clint Lorimore Eastvale City Hall 12363 Limonite Avenue, #910 Eastvale, CA 91752</p>	<p>Ray Marquez 15922 Old Carbon Road Chino Hills, CA 91709</p>
<p>Deborah Robertson City of Rialto City Hall 150 S. Palm Avenue Rialto, CA 92376</p>	<p>David J. Shapiro City of Calabasas City Hall 100 Civic Center Way Calabasas, CA 91302</p>
<p>Jose Luis Solache City of Lynwood City Hall Annex Conference Room 11330 Bullis Road Lynwood, CA 90262</p>	<p>Donald P. Wagner County Administration North 6th Floor, Conference Room A 400 West Civic Center Drive Santa Ana, CA 92701</p>



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE MEETING AGENDA

<p>Alan D. Wapner City of Ontario City Hall Conference Room B 303 East B Street Ontario, CA 91764</p>	
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LCMC - Legislative/Communications and Membership Committee
Members – July 2023

- 1. Hon. Patricia Lock Dawson**
LCMC Chair, Riverside, RC District 68
- 2. Hon. Jose Luis Solache**
LCMC Vice Chair, Lynwood, RC District 26
- 3. Hon. Cindy Allen**
Long Beach, RC District 30
- 4. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 5. Hon. Jenny Crosswhite**
Santa Paula, RC District 47
- 6. Hon. Margaret Finlay**
Duarte, RC District 35
- 7. Sup. Curt Hagman**
San Bernardino County
- 8. Hon. Jan C. Harnik**
RCTC Representative
- 9. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 10. Hon. Clint Lorimore**
Eastvale, RC District 4
- 11. Hon. Ray Marquez**
Chino Hills, RC District 10
- 12. Hon. Gil Rebolgar**
Brawley, RC District 1
- 13. Hon. Deborah Robertson**
Rialto, RC District 8
- 14. Hon. David J. Shapiro**
Calabasas, RC District 44
- 15. Sup. Donald Wagner**
Orange County
- 16. Hon. Alan Wapner**
SBCTA Representative

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy B Room
Los Angeles, CA 90017
Tuesday, July 18, 2023
8:30 AM

The Legislative/Communications and Membership Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Patricia Lock Dawson, Chair)

PRESENTATION

(Hon. Luz Rivas, Chair, Assembly Committee on Natural Resources)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for public comments on any matter of interest within SCAG's jurisdiction that is *not* listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – June 20, 2023 PPG. 7
2. SCAG Memberships and Sponsorships PPG. 14

Receive and File

3. Legislative Tracking Report PPG. 16

ACTION ITEM

4. AB 833 (Rendon): Freeway Caps PPG. 119
(Francisco Barajas, Legislative Affairs Analyst)

RECOMMENDED ACTION:

Support

INFORMATION ITEMS

5. Updates on Priority Legislation PPG. 123
(Kevin Gilhooley, Legislation Manager)



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Chief Government and Public Affairs Officer)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, JUNE 20, 2023

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC). A DIGITAL RECORDING OF THE MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Legislative/Communications and Membership Committee (LCMC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

MEMBERS PRESENT

Patricia Lock Dawson (Chair)	<i>Riverside</i>	District 68
Jose Luis Solache (Vice Chair)	<i>Lynwood</i>	District 26
Cindy Allen	<i>Long Beach</i>	District 30
Jenny Crosswhite	<i>Santa Paula</i>	District 47
Margaret Finlay	<i>Duarte</i>	District 35
Jan Harnik		RCTC
Laura Hernandez	<i>Port Hueneme</i>	District 45
Clint Lorimore	<i>Eastvale</i>	District 4
Ray Marquez	<i>Chino Hills</i>	District 10
David J. Shapiro	<i>Calabasas</i>	District 44
Donald P. Wagner		Orange County

MEMBERS NOT PRESENT

Wendy Bucknum	<i>Mission Viejo</i>	District 13
Curt Hagman		San Bernardino County
Deborah Robertson	<i>Rialto</i>	District 8
Gil Rebollar	<i>Brawley</i>	District 1
Alan Wapner		SBCTA

CALL TO ORDER

Chair Patricia Lock Dawson called the meeting to order at 8:33 a.m. and called upon Hon. Jan Harnik, RCTC, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS

Chair Patricia Lock Dawson opened the Public Comment Period for items not listed on the agenda and outlined the instructions for public comments. She noted that this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction not listed on the agenda.

SCAG staff confirmed that no public comments were submitted via email to ePublicComment@scag.ca.gov or any raised hands. Seeing and hearing no public comment speakers, Chair Patricia Lock Dawson closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEM

There were no prioritized agenda items.

CONSENT CALENDAR

Approval Item

1. Minutes of the Meeting – May 23, 2023
2. SCAG Memberships and Sponsorships

Receive and File

3. Legislative Tracking Report

There were no public comments for the Consent Calendar.

Chair Patricia Lock Dawson opened the floor to the committee members for questions or comments.

Hon. Bucknum, Mission Viejo, District 13, informed the committee that she was not at the location that was noticed and therefore would not be participating in the discussion.

A MOTION was made (Finlay) to approve Consent Calendar Items 1 through 3. The MOTION was SECONDED (Shapiro) and APPROVED by a majority roll call vote as follows:

AYES: Allen, Crosswhite, Finlay, Harnik, Hernandez, Lock Dawson, Lorimore, Marquez, Shapiro, Solache, and Wagner (11)

NOES: None (0)

ABSTAINS: None (0)

ACTION ITEMS

4. AB 825 (Bryan) & AB 645 (Friedman) Follow-up

Mr. David Angel, Legislative Analyst, presented AB 825 (Bryan) and AB 645 (Friedman) to the Committee. The bills were presented to the committee last month as informational items to gather feedback from committee members. AB 825 would legalize bicyclists on sidewalks in areas where there is no safe bicycle infrastructure to ride on the street. AB 645 would authorize the cities of Los Angeles, San Jose, Long Beach, Oakland, Glendale, and the City/County of San Francisco to pilot speed camera systems for five years. Staff recommended support for both AB 825 and AB 645.

There were no public comments for AB 825 or AB 645.

Chair Lock Dawson opened the floor to the committee members for questions or comments.

Hon. Robertson, Rialto, District 8, informed the committee at this time that she was not at the location that was noticed. All previous comments made by Hon. Robertson were stricken from the record.

Committee members engaged in a discussion on AB 825.

A MOTION was made (Lorimore) to take an OPPOSE position on AB 825. The MOTION was SECONDED (Wagner).

A SUBMOTION was made (Solache) to take a watch position on AB 825. The MOTION was SECONDED (Allen) and APPROVED by a majority roll call vote as follows:

AYES: Allen, Crosswhite, Finlay, Harnik, Hernandez, Lock Dawson, Lorimore, Marquez, Shapiro, Solache, and Wagner (11)

NOES: None (0)

ABSTAIN: None (0)

Hon. Robertson, Rialto, District 8, provided the committee with a public comment regarding AB 645.

Chair Lock Dawson opened the floor to the committee members for questions or comments.

Committee members continued the discussion on AB 645, after which the committee proposed to move forward with a watch position on AB 645.

A MOTION was made (Wagner) to take a watch position on AB 645. The MOTION was SECONDED (Lorimore) and APPROVED by a majority roll call vote as follows:

AYES: Allen, Crosswhite, Finlay, Harnik, Hernandez, Lock Dawson, Lorimore, Marquez, Shapiro, Solache, and Wagner (11)

NOES: None (0)

ABSTAIN: None (0)

5. Permit Streamlining Proposals

There were no public comments for Item No. 5.

Mr. David Angel, Legislative Analyst, provided the committee with a presentation on four (4) reform trailer bills that were part of the Governor's overall infrastructure package as well as AB 914 (Friedman). In addition to the four (4) reform trailer bills that were presented, staff also included six (6) other permitting reform proposals from the Governor's infrastructure package for informational purposes in the agenda packet to ensure the committee was aware of the entire ten (10) bill permitting reform package. Staff recommended a support position for AB 914 and proposals #2, #3, #5, and #6 from Governor Newsom's permit streamlining trailer bills package.

Chair Lock Dawson opened the floor to the committee members for questions or comments.

There were no further questions or comments from the committee.

A MOTION was made (Shapiro) to APPROVE staff recommendation on Item No. 5. The MOTION was SECONDED (Solache) and APPROVED by a majority roll call vote as follows:

AYES: Allen, Crosswhite, Finlay, Harnik, Hernandez, Lock Dawson, Lorimore, Marquez, Shapiro, Solache, and Wagner (11)

NOES: None (0)

ABSTAIN: None (0)

PRESENTATION

6. State Budget Update

Steve Cruz from Cruz Strategies provided the committee with an overview of the State Budget.

Chair Lock Dawson opened the floor for public comments.

There were no public comments for Item No. 6.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Mr. Kevin Gilhooley, Legislative Affairs Manager, informed the committee that Chief Government and Public Affairs Office, Javiera Cartagena, was attending Mobility 21's Federal Advocacy Trip on behalf of SCAG and would be providing an update on the trip at next month's meeting.

Chair Lock Dawson opened the floor for public comments.

There were no public comments for division updates.

FUTURE AGENDA ITEMS

Hon. Lorimore, Eastvale, District 4, suggested to have a link included in the agenda for ease of use when committee members are searching for specific bills.

Staff made note of the suggestion.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, Chair Patricia Lock Dawson adjourned the Legislative/Communications and Membership Committee meeting at 9:59 a.m.



[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE LEGISLATIVE/COMMUNICATIONS AND
MEMBERSHIP COMMITTEE]

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Legislative / Communications and Membership Committee

2023-2024																
MEMBERS	CITY	Representing	MAY	JUN	JULY	AUG	SEPT	OCT (Dark)	NOV	DEC (Dark)	JAN	FEB	MAR	APR	MAY	Total Mtgs Attended YTD
Hon. Jose Luis Solache, Chair	Lynwood	District 26	1	1												2
Hon. Cindy Allen	Long Beach	District 30	1	1												2
Hon. Wendy Bucknum	Mission Viejo	District 13	1	1												2
Hon. Jenny Crosswhite	Santa Paula	District 47	1	1												2
Hon. Margaret Finlay	Duarte	District 35	1	1												2
Sup. Curt Hagman		San Bernardino County	1													1
Hon. Jan Harnik		RCTC		1												1
Hon. Laura Hernandez	Port Hueneme	District 45	1	1												2
Hon. Patricia Lock Dawson, Vice Chair	Riverside	District 68		1												1
Hon. Clint Lorimore	Eastvale	District 4	1	1												2
Hon. Ray Marquez	Chino Hills	District 10	1	1												2
Hon. Gil Rebolgar	Brawley	District 1	1													1
Hon. Deborah Roberston	Rialto	District 8		1												1
Hon. David J. Shapiro	Calabasas	District 44		1												1
Sup. Donald P. Wagner		Orange County	1	1												2
Hon. Alan Wapner		SBCTA														0



FISCAL IMPACT:

\$5,000 for membership with MBUFA is included in the approved FY 23-34 Indirect Cost Budget.



AGENDA ITEM 3
REPORT

Southern California Association of Governments
July 18, 2023

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: David Angel, Legislative Affairs Analyst
(213) 630-1422, angel@scag.ca.gov

Subject: Legislative Tracking Report

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

The Legislative Tracking Report is provided to keep the Legislative/Communications and Membership Committee (LCMC) apprised of the bills in Sacramento that have a nexus to the Regional Council’s adopted Legislative Platform. The attached report includes 222 such legislative bills.

BACKGROUND:

SCAG’s Legislative Tracking Report serves as a resource for the Committee to remain informed on bills moving through the legislative process in Sacramento. The Report tracks 222 measures with a nexus to the Regional Council’s adopted 2023 State and Federal Legislative Platform.

The Governor signed the bill containing his \$310.8 billion budget deal with the Legislature on June 30, 2023. This “two-party agreement,” so called because it was struck between the Assembly and Senate legislative leadership, is contained in SB 101, the main budget bill for the year. SB 101 rejects the Governor’s previous proposals to claw-back funds for transit and intercity rail infrastructure and other transportation programs. In addition, the budget includes an additional \$1.1 billion over the next three years from the state’s cap-and-trade funds to help cover operating expenses for transit agencies.

Various crucial June and July deadlines passed before the beginning of the summer recess. June 2 was the deadline for bills to pass in their house of origin. Committee meetings resumed on June 5

after they stopped meeting in May so legislators could focus on floor sessions. The Summer Recess began on July 14 and will last until August 14. At that point, legislators will have one month to pass bills, as the Legislature will enter its interim recess on September 14 until reconvening on January 3, 2024.

As legislators approach the end of the first half of the 2023-2024 Legislative Session, staff will continue to provide an updated calendar of legislative deadlines and bill tracker reports with the most relevant and pressing bills. The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
June 2, 2023	Last day for each house to pass bills introduced in that house.
June 5, 2023	Committee meetings may resume.
June 15, 2023	Budget Bill Deadline.
July 14, 2023	Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed.
August 14, 2023	Legislature reconvenes from Summer Recess.

FISCAL IMPACT:

Work associated with the Legislative Tracking staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report

SCAG Bill Report

Friday, July 7, 2023

Friday, 07/07/2023
Sorted by: Measure

AB 6
Friedman, D
HTML
PDF

Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.

Progress bar



Bill information

Status: 06/14/2023 - Referred to Coms. on TRANS. and E.Q.

Layperson's Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans which must include a sustainable communities strategy, which aims to reduce greenhouse gas emissions from automobiles in the region. This new bill would require the state board to establish additional targets for 2035 and 2045 respectively. The bill would also require a metropolitan planning organization to submit the technical methodology used to estimate emissions before starting a public process and require the state board to review and approve the strategy within 180 business days. Additionally, the bill would require project nominations for the Solutions for Congested Corridors Program to demonstrate how the project would contribute to achieving the state's greenhouse gas emission reduction targets. Lastly, if the Commission on State Mandates determines the bill to contain costs mandated by the state, then the state is required to reimburse these costs. (Based on 03/16/2023 text)

Location: 06/14/2023 - Senate TRANS.

Current Analysis: 05/12/23 [A Floor Analysis](#) (text 03/16/23)

05/08/23 [A Appropriations](#) (text 03/16/23)
 04/21/23 [A Natural Resources](#) (text 03/16/23)
 03/24/23 [A Transportation](#) (text 03/16/23)

Current Text: 03/16/2023 - Amended

Last Amend: 03/16/2023

AB 7
Friedman, D
HTML
PDF

Transportation: planning: project selection processes.

Progress bar



Bill information

Status: 06/28/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Layperson's Summary: The state government has an organization called the Transportation Agency which oversees the California Highway Patrol, Department of Motor Vehicles, Department of Transportation, High-Speed Rail Authority, and the Board of Pilot Commissioners. All of these are under the supervision of a Secretary of Transportation, who is responsible for transportation projects. This bill would require the Transportation Agency, Department of Transportation, and California Transportation Commission to incorporate certain principles into their program funding guidelines and processes when applicable and cost-effective starting January 1, 2025. The California Transportation Plan must also include a financial element as well as

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

how certain entities are meeting the requirements of certain initiatives including the Climate Action Plan for Transportation Infrastructure, the Infrastructure Investment and Jobs Act of 2021, and the Justice40 initiative. (Based on 06/28/2023 text)

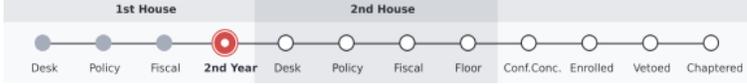
Location: 06/14/2023 - Senate TRANS.
Current 05/25/23 [A Floor Analysis](#) (text 05/25/23)
Analysis: 05/19/23 [A Floor Analysis](#) (text 03/16/23)
05/08/23 [A Appropriations](#) (text 03/16/23)
03/24/23 [A Transportation](#) (text 03/16/23)

Current 06/28/2023 - Amended
Text:
Last 06/28/2023
Amend:

AB 9 **Muratsuchi, D** [HTML](#) [PDF](#)

Greenhouse gases: market-based compliance mechanism.

Progress bar



Bill information

Status: 06/02/2023 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/1/2023)(May be acted upon Jan 2024)

Layperson's Summary: The California Global Warming Solutions Act of 2006 requires the state board to reduce emissions of greenhouse gases to at least 40% below the 1990 level by 2030. To do this, the state board can use "market-based compliance mechanisms". This bill would require the state board to review the use of these mechanisms and, if needed, make changes to them in 2025. The bill would also require the state board to review the use of these mechanisms every three years and report the results to a legislative committee. The state board is allowed to make changes to the market-based compliance mechanisms if needed, to help reach the goals of the act. (Based on 04/17/2023 text)

Location: 06/02/2023 - Assembly 2 YEAR
Current 05/19/23 [A Floor Analysis](#) (text 04/17/23)
Analysis: 05/08/23 [A Appropriations](#) (text 04/17/23)
04/21/23 [A Natural Resources](#) (text 04/17/23)

Current 04/17/2023 - Amended
Text:
Last 04/17/2023
Amend:

AB 11 **Jackson, D** [HTML](#) [PDF](#)

Milton Marks "Little Hoover" Commission on California State Government Organization and Economy.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 3/29/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Milton Marks "Little Hoover" Commission on California State Government Organization and Economy is a government body that has the purpose of looking for ways to improve the services and public funds spent by the state. This bill would require the commission to research the causes and effects of the rising cost of living in California and develop solutions toward making it more affordable. The commission would meet quarterly and provide two reports with their findings and recommendations by January 1 2027, when these provisions would be repealed. (Based on 03/23/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current 03/28/23 [A Appropriations](#) (text 03/23/23)
Analysis:

Current 03/23/2023 - Amended
Text:

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

03/13/23 [A Accountability And Administrative Review](#)
(text 12/05/22)

Last 03/23/2023
Amend:

AB 12
Haney, D
HTML
PDF

Tenancy: security deposits.

Progress bar



Bill information

Status: 06/22/2023 - Read second time. Ordered to third reading.

Layperson's Summary: Current laws regulate landlords and how much security they are allowed to ask for when renting out a property. For unfurnished properties they can ask up to two months' rent, while for furnished properties they can ask up to three months' rent. This new bill proposes that, regardless of whether the property is furnished or not, landlords can only ask for one month's rent in security. (Based on 04/05/2023 text)

Location: 06/22/2023 - Senate THIRD READING

Current Analysis: 06/23/23 [S Floor Analyses](#) (text 04/05/23)

06/16/23 [S Judiciary](#) (text 04/05/23)

04/12/23 [A Floor Analysis](#) (text 04/05/23)

04/06/23 [A Judiciary](#) (text 04/05/23)

Current Text: 04/05/2023 - Amended

Last Amend: 04/05/2023

AB 16
Dixon, R
HTML
PDF

Motor Vehicle Fuel Tax Law: adjustment suspension.

Progress bar



Bill information

Status: 03/30/2023 - Referred to Com. on TRANS.

Layperson's Summary: This bill proposes a suspension of the Motor Vehicle Fuel Tax on July 1, 2024 if it is determined that the adjustment to the rate would cause an undue burden on low-income and middle-class families. It requires the Governor to notify the legislature of their intent to suspend the rate adjustment by January 10th of that year and also requires the Department of Finance to provide the legislature a proposal that would provide the same amount of funding for transportation purposes as if the rate had not been suspended. (Based on 12/05/2022 text)

Location: 03/30/2023 - Assembly TRANS.

Current Text: 12/05/2022 - Introduced

AB 22
Gipson, D
HTML
PDF

Mobilehomes.

Progress bar



Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/23/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would broaden the definition of "mobilehome" for highway safety laws and regulations, so that trailers coaches that are wider than 102 inches but not more than 110 inches would be included as "mobilehomes". (Based on 03/23/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current Text: 03/23/2023 - Amended

Last Amend: 03/23/2023

AB 42
Ramos, D
HTML
PDF

Tiny homes: fire sprinkler requirements.

Progress bar



Bill information

Status: 06/27/2023 - In committee: Set, first hearing. Hearing canceled at the request of author.

Layperson's Summary: This bill would make changes to existing law regarding fire safety and sprinkler standards in temporary sleeping cabins with a total floor area of less than 250 square feet. A "temporary sleeping cabin" is a nonpermanent fixture intended to provide housing for those experiencing or at risk of homelessness, without plumbing. The bill would require local agencies to impose alternative fire life and safety standards including a smoke alarm and carbon monoxide alarm, a fire extinguisher, and fast exits. It would also provide that violations of these standards be handled in accordance with the State Housing Law. The bill would apply to all cities in California and declare that this addresses a matter of statewide concern rather than a municipal affair. (Based on 06/21/2023 text)

Location: 06/21/2023 - Senate GOV. & F.

Current Analysis: 06/15/23 [S Housing](#) (text 06/08/23)

05/12/23 [A Floor Analysis](#) (text 04/18/23)

05/08/23 [A Appropriations](#) (text 04/18/23)

04/25/23 [A Local Government](#) (text 04/18/23)

04/10/23 [A Housing And Community Development](#) (text 03/30/23)

Current Text: 06/21/2023 - Amended

Last Amend: 06/21/2023

AB 49
Soria, D
HTML
PDF

Affordable housing.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/5/2022)(May be acted upon Jan 2024)

Layperson's Summary: This law creates a program to help fund the buying and development of affordable housing, to increase the amount of housing available and reduce homelessness. It's managed by the Department of Housing and Community Development. The state government wants to make more laws to help with this issue. (Based on 12/05/2022 text)

Location: 05/05/2023 - Assembly 2 YEAR

Current Text: 12/05/2022 - Introduced

AB 53 Fong, Vince, R HTML PDF

Motor Vehicle Fuel Tax Law: suspension of tax.

Progress bar



Bill information

Status: 03/30/2023 - Referred to Com. on TRANS.

Layperson's Summary: This bill would temporarily reduce the amount of taxes paid on motor vehicle fuel in the state for one year. It also requires that sellers of motor vehicle fuel to pass on the savings to the end consumer, or else face an unfair-competition violation and would require them to give customers a receipt that includes the amount of tax that should have been paid. The bill would also transfer money from the state's General Fund to an account that supports transportation. Lastly, this bill would become law immediately upon passage. (Based on 12/05/2022 text)

Location: 03/30/2023 - Assembly TRANS.

Current Text: 12/05/2022 - Introduced

AB 57 Kalra, D HTML PDF

California Pocket Forest Initiative.

Progress bar



Bill information

Status: 06/27/2023 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (June 27). Re-referred to Com. on APPR.

Layperson's Summary: This bill would create the California Pocket Forest Initiative, which is a program run by the Department of Forestry and Fire Protection. The Department would provide grants to cities, counties, districts, organizations, universities, and schools to create pocket forests on public land. The grants would prioritize disadvantaged communities that lack access to green space. Additionally, the Department would partner with academics to test the Miyawaki Method, which is used to reforest urban areas. This Initiative would end in 2031. (Based on 06/20/2023 text)

Location: 06/27/2023 - Senate APPR.

Current Analysis: 06/23/23 S Natural Resources And Water (text 06/20/23) 05/24/23 A Floor Analysis (text 05/18/23) 04/18/23 A Appropriations (text 12/06/22) 03/10/23 A Natural Resources (text 12/06/22)

Current Text: 06/20/2023 - Amended Last Amend: 06/20/2023

AB 59 Gallagher, R HTML PDF

Taxation: renter's credit.

Progress bar



Bill information

Status: 05/18/2023 - Joint Rule 62(a), file notice suspended. In committee: Held under submission.

Layperson's Summary: This bill would provide a tax credit to qualified renters of up to \$2000 for spouses filing joint returns, heads of households, and surviving spouses, and \$1000 for other individuals if the adjusted gross income is less than or equal to \$87066 and \$43533 respectively. This tax credit is payable from the Tax Relief and Refund Account upon appropriation by the legislature. To meet legislative requirements, the bill would include findings and declarations to describe the goals, objectives, and performance indicators of the credit. This bill will take effect immediately as a tax levy. (Based on 04/05/2023 text)

Location: 05/17/2023 - Assembly APPR. SUSPENSE FILE
Current Analysis: 05/15/23 [A Appropriations](#) (text 04/05/23)
 04/28/23 [A Revenue And Taxation](#) (text 04/05/23)
 03/10/23 [A Revenue And Taxation](#) (text 02/13/23)

Current Text: 04/05/2023 - Amended
Last Amend: 04/05/2023

AB 62 **Mathis, R** [HTML](#) [PDF](#)

Statewide water storage: expansion.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill establishes statewide goals to increase water storage capacity by 3700000 acre-feet by 2030 and 4000000 acre-feet by 2040. It requires the Department of Water Resources in consultation with the State Water Resources Control Board, to take reasonable actions to promote or assist efforts to achieve the statewide goal. Additionally, they must submit a report to the Legislature on their progress once every 2 years until 2043. (Based on 04/20/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current Analysis: 05/08/23 [A Appropriations](#) (text 04/20/23)
 04/14/23 [A Water, Parks And Wildlife](#) (text 02/27/23)

Current Text: 04/20/2023 - Amended
Last Amend: 04/20/2023

AB 67 **Muratsuchi, D** [HTML](#) [PDF](#)

Homeless Courts Pilot Program.

Progress bar



Bill information

Status: 06/14/2023 - Referred to Com. on PUB S.

Layperson's Summary: This bill would create the Homeless Courts Pilot Program, which would help homeless individuals who are involved with the criminal justice system. Applicant cities or counties could get grant funding to provide services like a diversion program to have charges dismissed, temporary or permanent housing, and a person to help them with housing. The Judicial Council would evaluate the programs funded, their successes and challenges, and make recommendations for improving them.

They'd also set performance-based outcome measures like information about demographics and successful treatment of substance abuse issues. (Based on 03/13/2023 text)

Location: 06/14/2023 - Senate PUB. S.
Current 05/19/23 [A Floor Analysis](#) (text 03/13/23)
Analysis: 04/18/23 [A Appropriations](#) (text 03/13/23)
03/17/23 [A Judiciary](#) (text 03/13/23)
02/13/23 [A Public Safety](#) (text 02/09/23)

Current 03/13/2023 - Amended
Text:
Last 03/13/2023
Amend:

AB 68 **Ward, D** **HTML** **PDF**

Land use: streamlined housing approvals: density, subdivision, and utility approvals.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/16/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would require cities and counties to approve a proposed housing development if it meets certain objective planning standards such as being a part of the region's sustainable communities strategy. It would set limitations on the development, and the Department of Housing and Community Development could review or amend rules to implement it. It would also add streamlining procedures to the list of state laws that can be reported to the Office of the Attorney General if a city or county is found to be in violation. The bill also seeks to limit the planned density on climate resilient land and set procedures and requirements to extensions of water and sewer service. Lastly, it states that this is a matter of statewide concern and thus applies to all cities. (Based on 04/12/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current 04/12/2023 - Amended
Text:
Last 04/12/2023
Amend:

AB 69 **Waldron, R** **HTML** **PDF**

Transportation: traffic signal synchronization: roadway improvement projects.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/2/2023)(May be acted upon Jan 2024)

Layperson's Summary: The California Global Warming Solutions Act of 2006 is a law that requires the State Air Resources Board to set limits on the amount of greenhouse gas emissions and to use market-based methods to enforce those limits. It also requires that by 2030, greenhouse gas emissions must be reduced to 40% below the 1990 level. Moneys collected by the state board are deposited in the Greenhouse Gas Reduction Fund and used to invest in projects like traffic signal synchronization which have been designed to reduce greenhouse gas emissions. (Based on 12/09/2022 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current 12/09/2022 - Introduced
Text:

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Property tax: welfare exemption: affordable housing.

Progress bar



Bill information

Status: 07/05/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.

Layperson's Summary: This bill would change existing property tax law in San Diego County regarding the partial welfare exemption allowed for rental housing for lower income households. It would define "in the course of construction" and expand the partial exemption to properties with financing from qualified 501(c)(3) bonds. It would also require an affidavit containing specified information regarding the exemption claimed and provide that from the 2024–25 fiscal year through the 2028–29 fiscal year a unit will continue to be treated as occupied by a lower income household if the property is subject to an agreement with a public agency. The bill would include legislative findings and declarations and would take effect immediately as a tax levy. No state reimbursement is required for costs incurred due to the bill. (Based on 07/05/2023 text)

Location: 06/07/2023 - Senate GOV. & F.
Current Analysis: 05/24/23 [A Floor Analysis](#) (text 05/18/23)
 05/15/23 [A Appropriations](#) (text 05/03/23)
 04/28/23 [A Revenue And Taxation](#) (text 03/07/23)
 03/26/23 [A Housing And Community Development](#) (text 03/07/23)

Current Text: 07/05/2023 - Amended
Last Amend: 07/05/2023

Public employment: local public transit agencies: autonomous transit vehicle technology.

Progress bar



Bill information

Status: 06/15/2023 - Read second time and amended. Ordered to third reading.

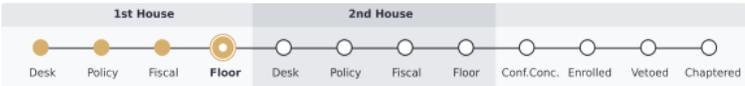
Layperson's Summary: Existing laws specify certain rules about how labor relations at public transit districts must work, such as recognizing exclusive employee representatives and rules for collective bargaining. This bill makes it so that if a public transit employer plans to deploy new autonomous transit vehicles that would eliminate jobs, they must let the exclusive employee representative know 10 months in advance. This bill also requires the employer and the employee representative to bargain certain things, including how to retrain employees affected by the autonomous transit vehicles so that they can fill new positions. (Based on 06/15/2023 text)

Location: 06/15/2023 - Senate THIRD READING
Current Analysis: 06/16/23 [S Floor Analyses](#) (text 06/15/23)
 06/13/23 [S Committee On Labor, Public Employment And Retirement](#) (text 05/01/23)
 05/03/23 [A Floor Analysis](#) (text 05/01/23)
 03/24/23 [A Floor Analysis](#) (text 01/09/23)
 03/20/23 [A Committee On Public Employment And Retirement](#) (text 01/09/23)

Current Text: 06/15/2023 - Amended
Last Amend: 06/15/2023

Vehicular air pollution: Clean Transportation Program: vehicle registration and identification plate service fees: smog abatement fee: extension.

Progress bar



Bill information

Status: 06/30/2023 - Measure version as amended on June 26 corrected.

Layperson's Summary: Until January 1, 2024, existing law increases certain vehicle registration and service fees and directs the revenues generated to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and the Air Quality Improvement Fund. The bill introduced would extend the increases in fees to July 1st 2035 and divert the revenues to fund public hydrogen-fueling stations. It would also lower the annual allocation for hydrogen-fueling stations to \$10,000,000 and require 75% of the money appropriated to the Clean Transportation Program to directly benefit residents of disadvantaged and low-income communities and low-income Californians. Finally, the bill would declare that it is to take effect immediately as an urgency statute. (Based on 06/26/2023 text)

Location: 05/22/2023 - Assembly THIRD READING

- Current Analysis:**
- 06/29/23 [A Floor Analysis](#) (text 06/26/23)
 - 06/26/23 [A Floor Analysis](#) (text 06/26/23)
 - 05/24/23 [A Floor Analysis](#) (text 05/18/23)
 - 05/17/23 [A Appropriations](#) (text 03/23/23)
 - 05/15/23 [A Appropriations](#) (text 03/23/23)
 - 04/21/23 [A Natural Resources](#) (text 03/23/23)
 - 04/14/23 [A Transportation](#) (text 03/23/23)

Current Text: 06/26/2023 - Amended
Last Amend: 06/26/2023

California Transportation Commission: vehicle weight safety study.

Progress bar



Bill information

Status: 06/26/2023 - In committee: Referred to APPR. suspense file.

Layperson's Summary: This bill would require the California Transportation Commission to make a task force. The task force would study the relationship between the weight of a vehicle and injury to vulnerable people on the road, like pedestrians and cyclists, as well as the damage to roads. It would also analyze if adding a fee or changing an existing fee, taking vehicle weight into consideration, would be beneficial. The CTC would then write a report and give it to the Legislature by January 1 2026. (Based on 06/07/2023 text)

Location: 06/26/2023 - Senate APPR. SUSPENSE FILE

- Current Analysis:**
- 06/23/23 [S Appropriations](#) (text 06/07/23)
 - 06/09/23 [S Transportation](#) (text 06/07/23)
 - 05/19/23 [A Floor Analysis](#) (text 03/02/23)
 - 05/08/23 [A Appropriations](#) (text 03/02/23)
 - 03/17/23 [A Transportation](#) (text 03/02/23)

Current Text: 06/07/2023 - Amended
Last Amend: 06/07/2023

Encampments: penalties.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 2/2/2023)(May be acted upon Jan 2024)

Layperson's Summary: Under existing law, it is a misdemeanor crime if someone lodges in a place without permission, or willfully and maliciously obstructs the free movement of people in a public place. This bill would make it an infraction or misdemeanor if someone camps in a street, sidewalk, or public property within 500 feet of a school, daycare center, playground, or youth center. If someone is charged with this misdemeanor, they may be eligible for a diversion program, such as a mental health or court-initiated diversion program. The state will not have to provide reimbursement for this bill. (Based on 02/23/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR
Current Analysis: 03/06/23 [A Public Safety](#) (text 02/23/23)

Current Text: 02/23/2023 - Amended
Last Amend: 02/23/2023

[AB 281](#) [Grayson, D](#) [HTML](#) [PDF](#)

Planning and zoning: housing: postentitlement phase permits.

Progress bar



Bill information

Status: 06/21/2023 - From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 8. Noes 0.) (June 21). Re-referred to Com. on HOUSING.

Layperson's Summary: This bill would require special districts to provide written notice to an applicant of the next steps in the review process for a housing development project within 30 business days (25 units or fewer) or 60 business days (26 or more units). This bill also requires local agencies to compile a list of information needed to approve or deny a postentitlement phase permit and have that information available to all applicants by January 1, 2024. If determined to have costs mandated by the state, the state would provide reimbursement for those costs according to established procedures. (Based on 04/13/2023 text)

Location: 06/21/2023 - Senate HOUSING
Current Analysis: 07/06/23 [S Housing](#) (text 04/13/23)
06/16/23 [S Governance And Finance](#) (text 04/13/23)
04/24/23 [A Appropriations](#) (text 04/13/23)
04/10/23 [A Housing And Community Development](#) (text 03/09/23)
03/21/23 [A Local Government](#) (text 03/09/23)

Current Text: 04/13/2023 - Amended
Last Amend: 04/13/2023

[AB 284](#) [Patterson, Joe, R](#) [HTML](#) [PDF](#)

Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 2/2/2023)(May be acted upon Jan 2024)

Layperson's Summary: The HHAP program provides one-time grants to jurisdictions to help address homelessness challenges. Every year the Department of Housing and Community Development must submit a report to the Governor and Legislature that includes information such as the number of units and people served as well as their income levels. This bill would require additional information, including an evaluation of the program. (Based on 01/24/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current Text: 01/24/2023 - Introduced

AB 286
Wood, D
HTML
PDF

Broadband infrastructure: mapping.

Progress bar



Bill information

Status: 06/29/2023 - Read second time and amended. Re-referred to Com. on APPR. (Amended 6/29/2023)

Layperson's Summary: California has a public map that shows which internet providers provide service in the state and what speeds they offer. The new bill would require the map to include information that people submit, such as whether their actual internet speed matches what their provider claims it is. People need to give consent for that information to be shared publicly. The bill would also require the commission to validate the accuracy of the self-reported information before using it in any of its proceedings. (Based on 06/29/2023 text)

Location: 06/20/2023 - Senate APPR.

Current Analysis: 06/16/23 [S Energy, Utilities And Communications](#) (text 04/11/23)
 05/12/23 [A Floor Analysis](#) (text 04/11/23)
 05/08/23 [A Appropriations](#) (text 04/11/23)
 03/27/23 [A Communications And Conveyance](#) (text 01/24/23)

Current Text: 06/29/2023 - Amended
Last Amend: 06/29/2023

AB 287
Garcia, D
HTML
PDF

California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: competitive grant programs: funding objectives.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/19/2023)(May be acted upon Jan 2024)

Layperson's Summary: The California Global Warming Solutions Act of 2006 makes the State Air Resources Board responsible for monitoring and controlling sources that emit greenhouses gases. It lets the state board use market-based compliance mechanisms to do

this, and the money collected from the sale of allowances goes into the Greenhouse Gas Reduction Fund. This fund is used to reduce greenhouse gas emissions and to promote other objectives like climate adaptation, technology development and partnerships with Native American tribes and other institutions. This bill requires state agencies to give preference to certain communities when awarding grants from the fund, and to include certain information in an annual report to the Legislature. (Based on 01/24/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current 04/18/23 [A Appropriations](#) (text 01/24/23)
Analysis: 03/10/23 [A Natural Resources](#) (text 01/24/23)

Current 01/24/2023 - Introduced
Text:

AB 295 **Fong, Vince, R** **HTML** **PDF**

Department of Transportation: maintenance projects.

Progress bar



Bill information

Status: 06/14/2023 - Referred to Com. on TRANS.

Layperson's Summary: This law gives the Department of Transportation control over the state highway system. The department is allowed to do anything to build and maintain the roads, and is able to require people to take down anything that is over or under the highway. This new bill requires the department to act faster on certain projects related to maintenance and removal of material that have not been finished. Local groups such as fire protection districts and tribal entities can tell the department if any of these projects need to be done quickly because of danger. If the Department of Transportation is notified, they have 90 days to finish the projects. (Based on 05/18/2023 text)

Location: 06/14/2023 - Senate TRANS.
Current 05/24/23 [A Floor Analysis](#) (text 05/18/23)
Analysis: 05/08/23 [A Appropriations](#) (text 04/10/23)
04/14/23 [A Transportation](#) (text 04/10/23)

Current 05/18/2023 - Amended
Text:
Last 05/18/2023
Amend:

AB 323 **Holden, D** **HTML** **PDF**

Density Bonus Law: purchase of density bonus units by nonprofit housing organizations: civil actions.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (July 6). Re-referred to Com. on APPR.

Layperson's Summary: Existing law, the Density Bonus Law, requires cities and counties to provide incentives and concessions to developers who agree to build a certain percentage of units for lower or very low income households. Property tax law allows a property owned and operated by a nonprofit to be exempt from taxation if they are building and rehabilitating homes for sale to low-income families at cost. This bill would require people and families of the required income to occupy units, and require a list of eligible buyers for the units be sent to the developer from the time the building permit is issued until after the certificate of occupancy or inspection is finished. Furthermore, it would prohibit units from being sold to renters, and violation of this would result in a civil penalty of up to \$15,000. The bill also makes other changes and clarifies that it applies to all cities. (Based on 05/18/2023 text)

Location: 07/06/2023 - Senate APPR.
Current 07/03/23 [S Judiciary](#) (text 05/18/23)
Analysis: 06/15/23 [S Housing](#) (text 05/18/23)
05/24/23 [A Floor Analysis](#) (text 05/18/23)
05/01/23 [A Appropriations](#) (text 04/12/23)
04/07/23 [A Judiciary](#) (text 03/14/23)
03/26/23 [A Housing And Community Development](#)
(text 03/14/23)

Current 05/18/2023 - Amended
Text:
Last 05/18/2023
Amend:

AB 340

Fong, Vince, R

HTML

PDF

California Environmental Quality Act: grounds for noncompliance.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/9/2023)(May be acted upon Jan 2024)

Layperson's Summary: in a court CEQA is a law in California that requires certain environmental checks to be done for projects. Under this law, commenting on the project during a public hearing, or in writing before the close of the public hearing, enables someone to challenge an approval of a project in court. This bill changes that so that written comments must be made at least 10 days before the public hearing for them to be considered, and if not, they cannot be used to challenge the project in court. (Based on 01/30/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR
Current 03/24/23 [A Natural Resources](#) (text 01/30/23)
Analysis:

Current 01/30/2023 - Introduced
Text:

AB 350

Aguilar-Curry, D

HTML

PDF

Regional transportation plans: Sacramento Area Council of Governments.

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Bill information

Status: 06/28/2023 - From committee: Do pass and re-refer to Com. on E.Q. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (June 27). Re-referred to Com. on E.Q.

Layperson's Summary: Sacramento Area Council of Governments (SACOG) is a transportation planning agency required by existing law to prepare and adopt a regional transportation plan aimed at achieving a well-coordinated regional transport system. This plan has to include a sustainable communities strategy, prepared by SACOG, to reduce greenhouse gas emission levels by 2020 and 2035 according to targets set by the State Air Resources Board. After creating the strategy, it has to be submitted to the state board for review, then SACOG needs to update its regional transportation plan and submit it every four or five years. This bill requires SACOG to keep their plan adopted on November 18, 2019 in effect until 2025 when they adopt their next updated plan. (Based on 06/14/2023 text)

Location: 06/28/2023 - Senate E.Q.
Current 06/23/23 [S Transportation](#) (text 06/14/23)
Analysis: 05/08/23 [A Appropriations](#) (text 03/30/23)

Current 06/14/2023 - Amended
Text:

03/10/23 [A Transportation](#) (text 01/31/23)

Last 06/14/2023
Amend:

AB 364 **Bryan, D** [HTML](#) [PDF](#)

Street furniture data: statewide integrated data platform.

Progress bar



Bill information

Status: 06/19/2023 - In committee: Set, first hearing. Hearing canceled at the request of author.

Layperson's Summary: This bill requires the Department of Transportation to develop guidelines for data sharing related to street furniture like bus shelters and benches. It requires the department to collaborate with state and local agencies and report to the Legislature on the guidelines. It also requires the department to make data about street furniture available for public use on a statewide platform. To the extent this imposes duties on local agencies, the state is required to reimburse these costs. (Based on 04/11/2023 text)

Location: 06/14/2023 - Senate TRANS.

Current Analysis: 05/19/23 [A Floor Analysis](#) (text 04/11/23)

05/08/23 [A Appropriations](#) (text 04/11/23)
04/21/23 [A Privacy And Consumer Protection](#) (text 04/11/23)

03/10/23 [A Transportation](#) (text 02/01/23)

Current Text: 04/11/2023 - Amended

Last Amend: 04/11/2023

AB 382 **Cervantes, D** [HTML](#) [PDF](#)

High-occupancy vehicle lanes: County of Riverside.

Progress bar



Bill information

Status: 06/26/2023 - In committee: Referred to APPR. suspense file.

Layperson's Summary: The Department of Transportation is allowed to designate certain lanes as exclusive or preferential lanes for use by high-occupancy vehicles. It is illegal to cross over double lines to enter or exit these lanes, only designated areas and broken lines are acceptable. The Riverside County Transportation Commission is authorized to develop and operate high-occupancy toll (HOT) lanes, along with the Department of Transportation, to help develop and operate a value-pricing program and exclusive or preferential lane facilities for public transit. The Department of Transportation is currently required to report on the feasibility of limiting the use of high-occupancy vehicle lanes and this bill would require a report on the appropriateness of removing the double parallel solid lines from the same lanes in Riverside County, with the exception of certain high-occupancy toll lanes. (Based on 02/02/2023 text)

Location: 06/26/2023 - Senate APPR. SUSPENSE FILE

Current Analysis: 06/23/23 [S Appropriations](#) (text 02/02/23)

06/23/23 [S Appropriations](#) (text 02/02/23)
06/09/23 [S Transportation](#) (text 02/02/23)
05/08/23 [A Appropriations](#) (text 02/02/23)
04/14/23 [A Transportation](#) (text 02/02/23)

Current Text: 02/02/2023 - Introduced

Last Amend:

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

California Global Warming Solutions Act of 2006: scoping plan.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/9/2023)(May be acted upon Jan 2024)

Layperson's Summary: The California Global Warming Solutions Act of 2006 has been put in place to help reduce emissions of greenhouse gases across the state and help combat climate change. The act requires the California State Air Resources Board (state board) to develop and enforce rules and regulations to reduce emissions. The state board must ensure that the state achieves at least 40% greenhouse gas emissions reduction below the statewide limit by 2030 and update their scoping plan that covers emissions reductions at least every 5 years. The act also includes the phenomenon of wildlands and forest fires in the scoping plan. (Based on 02/02/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR
Current Analysis: 03/10/23 [A Natural Resources](#) (text 02/02/23)
Current Text: 02/02/2023 - Introduced

California Recreational Trails and Greenways Act.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024)

Layperson's Summary: Would require the Department of Parks and Recreation to establish the California Recreational Trails and Greenways Program to, beginning in 2024, award competitive grants on a biennial basis for new, expanded, or improved public access opportunities through nonmotorized recreational trail creation, improvement, enhancement, and restoration projects. It would also extend the transfer of \$30000000 from the General Fund to the Habitat Conservation Fund until June 30 2030. (Based on 03/16/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current Analysis: 05/08/23 [A Appropriations](#) (text 03/16/23)
Current Amend: 03/16/2023 - Amended
Last Amend: 03/16/2023

Vehicles: stopping, standing, and parking.

Progress bar



Bill information

Status: 06/22/2023 - In committee: Set, first hearing. Hearing canceled at the request of author.

Layperson's Summary: This bill would prevent the stopping, standing, or parking of a vehicle within 20 feet of any unmarked or marked crosswalk. This would be an additional law that local jurisdictions could pass to limit parking in certain areas and for certain reasons. The state of California would need to reimburse these local agencies for any extra costs by following the appropriate statutory procedures. (Based on 03/22/2023 text)

Location: 05/31/2023 - Senate TRANS.
Current Analysis: 06/23/23 [S Transportation](#) (text 03/22/23)
05/12/23 [A Floor Analysis](#) (text 03/22/23)
05/08/23 [A Appropriations](#) (text 03/22/23)
03/17/23 [A Transportation](#) (text 02/02/23)

Current Text: 03/22/2023 - Amended
Last Amend: 03/22/2023

[AB 414](#) [Reyes, D](#) [HTML](#) [PDF](#)

Communications: Digital Equity Bill of Rights.

Progress bar



Bill information

Status: 06/22/2023 - Read second time. Ordered to third reading.

Layperson's Summary: This California law seeks to ensure that internet users in the state can access broadband internet that meets certain requirements. Moreover, it makes it illegal for internet service providers to restrict access speeds, charge extra for certain services, or otherwise hinder access. The law does not give individuals the right to sue the state if their access is inadequate or inhibited. (Based on 05/18/2023 text)

Location: 06/22/2023 - Senate THIRD READING
Current Analysis: 06/23/23 [S Floor Analyses](#) (text 05/18/23)
06/16/23 [S Energy, Utilities And Communications](#) (text 05/18/23)
05/24/23 [A Floor Analysis](#) (text 05/18/23)
05/01/23 [A Appropriations](#) (text 04/03/23)
03/27/23 [A Communications And Conveyance](#) (text 03/09/23)

Current Text: 05/18/2023 - Amended
Last Amend: 05/18/2023

[AB 426](#) [Jackson, D](#) [HTML](#) [PDF](#)

Unlicensed residential foster care facilities: temporary placement management.

Progress bar



Bill information

Status: 07/05/2023 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (July 3). Re-referred to Com. on JUD.

Layperson's Summary: The California Community Care Facilities Act provides for the licensure and regulation of residential facilities, including certain foster care facilities. Existing law requires the Office of the State Foster Care Ombudsperson to protect the rights of foster youth, such as providing medical and mental health services. This bill would allow the State Department of Social Services to appoint a temporary placement manager to any unlicensed residential foster care facility if believes it is endangering the welfare of foster youth. It would also require the department to assess a civil penalty in the amount of \$500, or \$5,000 if the

facility does not find appropriate placements for the foster youth within 60 days. This bill would take effect immediately. (Based on 06/28/2023 text)

Location: 06/21/2023 - Senate JUD.
Current 06/30/23 [S Human Services](#) (text 06/28/23)
Analysis: 05/24/23 [A Floor Analysis](#) (text 05/18/23)
04/18/23 [A Appropriations](#) (text 03/20/23)
03/26/23 [A Housing And Community Development](#)
(text 03/20/23)

Current 06/28/2023 - Amended
Text:
Last 06/28/2023
Amend:

[AB 430](#) [Bennett, D](#) [HTML](#) [PDF](#)

Community land trusts: welfare exemption: assessment: foreclosure sales: financial assistance.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (July 5).

Layperson's Summary: This bill seeks to expand the definition of “community land trust” for certain purposes, including tax assessment, foreclosure intervention housing preservation, and affordable housing in Los Angeles County. This bill also requires local tax officials to broaden their duties and provides the state will reimburse local agencies for mandated costs if the bill passes. (Based on 05/18/2023 text)

Location: 07/06/2023 - Senate APPR.
Current 06/30/23 [S Governance And Finance](#) (text 05/18/23)
Analysis: 06/15/23 [S Housing](#) (text 05/18/23)
05/24/23 [A Floor Analysis](#) (text 05/18/23)
05/08/23 [A Appropriations](#) (text 03/23/23)
04/21/23 [A Revenue And Taxation](#) (text 03/23/23)
04/10/23 [A Housing And Community Development](#)
(text 03/23/23)

Current 05/18/2023 - Amended
Text:
Last 05/18/2023
Amend:

[AB 434](#) [Grayson, D](#) [HTML](#) [PDF](#)

Housing element: notice of violation.

Progress bar



Bill information

Status: 06/14/2023 - Referred to Com. on HOUSING.

Layperson's Summary: The Planning and Zoning Law requires local agencies to provide a public hearing on applications for variances, permits, appeals and other related activities. The Middle Class Housing Act of 2022 requires local agencies to provide ministerial approval for housing developments, parcel maps for urban lot splits, accessory dwelling units and junior accessory dwellings. It also requires the Department of Housing and Community Development to notify a local agency if they fail to comply with the above-mentioned laws, and authorizes the department to notify the Attorney General for more significant violations. (Based on 03/16/2023 text)

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Location: 06/14/2023 - Senate HOUSING
Current 07/06/23 [S Housing](#) (text 03/16/23)
Analysis: 05/19/23 [A Floor Analysis](#) (text 03/16/23)
05/08/23 [A Appropriations](#) (text 03/16/23)
04/18/23 [A Local Government](#) (text 03/16/23)
03/26/23 [A Housing And Community Development](#)
(text 03/16/23)

Current 03/16/2023 - Amended
Text:
Last 03/16/2023
Amend:

AB 440

Wicks, D

HTML

PDF

Density Bonus Law: maximum allowable residential density.

Progress bar



Bill information

Status: 06/22/2023 - Read second time. Ordered to third reading.

Layperson's Summary: The Density Bonus Law is an existing law which requires cities or counties to give a developer incentives such as a density bonus if they build certain types of housing. The density bonus has a calculation based on the maximum allowable amount of residential density allowed by zoning ordinances, specific plans, and land use elements of the general plan. This bill changes the definition of "maximum allowable residential density" to mean the greatest number of units allowed by zoning ordinances, specific plans or land use elements, and no longer gives priority to the greater density that is inconsistent with the general plan or specific plan. (Based on 03/30/2023 text)

Location: 06/22/2023 - Senate THIRD READING
Current 06/23/23 [S Floor Analyses](#) (text 03/30/23)
Analysis: 06/15/23 [S Housing](#) (text 03/30/23)
05/05/23 [A Floor Analysis](#) (text 03/30/23)
05/02/23 [A Local Government](#) (text 03/30/23)
04/10/23 [A Housing And Community Development](#)
(text 03/30/23)

Current 03/30/2023 - Amended
Text:
Last 03/30/2023
Amend:

AB 463

Hart, D

HTML

PDF

Electricity: prioritization of service: public transit vehicles.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/26/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Public Utilities Commission (PUC) regulates public utilities like electrical and gas corporations. They set priorities for these services based on their public benefits and need, and consider the economic, social, equity, and mobility when making these decisions. This bill proposes that the PUC also has to consider the impacts of temporary discontinuation in electrical services on public transit vehicles. It also would require electrical corporations to include protocols for mitigating the public safety impacts, including for public transit vehicle charging infrastructure, in their annual wildfire mitigation plans, and violating an order from the PUC would be a crime. (Based on 02/06/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current 04/24/23 [A Appropriations](#) (text 02/06/23)
Analysis: 03/21/23 [A Committee On Utilities And Energy](#) (text 02/06/23)

Current 02/06/2023 - Introduced
Text:

[AB 480](#) [Ting, D](#) [HTML](#) [PDF](#)

Surplus land.

Progress bar



Bill information

Status: 07/03/2023 - Read second time and amended. Re-referred to Com. on HOUSING.

Layperson's Summary: This bill would expand requirements for the disposal of surplus land by a local agency, which involves land being declared either surplus land or exempt surplus land (land that can be excluded from certain requirements). It would also exempt a local agency in certain instances from making a declaration at a public meeting for land that is exempt surplus land. Additionally, it would modify the definition of "exempt surplus land" for surplus land for housing purposes by removing the requirement to put it out to open competitive bid, and add certain requirements concerning the development and restrictions. Finally, the bill would impose a penalty if a local agency does not follow certain provisions and would require reimbursement from the state if the Commission on State Mandates determined that the state mandated certain costs. (Based on 07/03/2023 text)

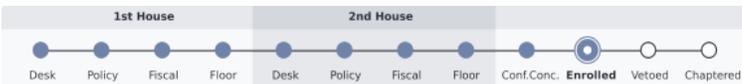
Location: 06/28/2023 - Senate HOUSING
Current 07/06/23 [S Housing](#) (text 07/03/23)
Analysis: 06/23/23 [S Governance And Finance](#) (text 06/21/23)
05/19/23 [A Floor Analysis](#) (text 04/05/23)
05/15/23 [A Appropriations](#) (text 04/05/23)
04/24/23 [A Housing And Community Development](#) (text 04/05/23)
03/28/23 [A Local Government](#) (text 03/14/23)

Current 07/03/2023 - Amended
Text:
Last 07/03/2023
Amend:

[AB 499](#) [Rivas, Luz, D](#) [HTML](#) [PDF](#)

Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.

Progress bar



Bill information

Status: 07/06/2023 - Read third time. Passed. Ordered to the Assembly. (Ayes 40. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.

Layperson's Summary: This bill is about introducing a pilot program that will allow the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. This means that there is a \$5000000 cap on awards under a single job order contract and a \$1000000 cap on any single job order. The contract will be limited to a maximum of 12 months, with extensions as prescribed, and the Los Angeles County Metropolitan Transportation Authority will have to submit a report on the use of job order contracting before January 1 2028. This law will be in effect till January 1 2029. (Based on 05/30/2023 text)

Location: 07/06/2023 - Assembly ENROLLMENT
Current 06/30/23 [S Floor Analyses](#) (text 05/30/23)
Analysis: 06/26/23 [S Transportation](#) (text 05/30/23)

Current 07/06/2023 - Enrollment
Text:

05/31/23 [A Floor Analysis](#) (text 05/30/23)
03/29/23 [A Floor Analysis](#) (text 02/07/23)
03/21/23 [A Local Government](#) (text 02/07/23)

Last Amend: 05/30/2023

AB 510 **Jackson, D** **HTML** **PDF**

Public social services: purposes.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/18/2023)(May be acted upon Jan 2024)

Layperson's Summary: Current law establishes programs like CalWORKs and State Supplementary Program for Aged, Blind and Disabled. These programs currently provide support and assistance to those in need such as providing assistance with necessities like food and shelter, access to health and welfare programs, employment assistance and more. This would instead state that providing reasonable support and maintenance for needy and vulnerable children, adults, and families is a purpose of public social services. (Based on 04/13/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current Analysis: 04/16/23 [A Human Services](#) (text 04/13/23)

Current Text: 04/13/2023 - Amended
Last Amend: 04/13/2023

AB 515 **Ward, D** **HTML** **PDF**

Housing programs: financing.

Progress bar



Bill information

Status: 07/03/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

Layperson's Summary: The Department of Housing and Community Development is responsible for administering various programs which aim to provide housing assistance and home loans. They have the authority to enter into long-term contracts and agreements of up to 30 years to service loans, grants, security documents and enforce regulatory agreements. They have the power to approve extensions, reinstatements, subordinations, and invest tax credit equity all while making sure tenants don't face a rent increase. This bill gives the department the ability to approve payoffs in whole or part before the end of its term and extract equity from a development with Department approval. The Department can waive requirements in the regulatory agreement if the loan is paid off and it can charge additional fees to cover costs for processing restructuring transactions. The bill also allows the Department to continue monitoring fees until the end of the term of the Department's regulatory agreement. Developer fees are limited to what the California Tax Credit Allocation Committee allows or 25% of rehab costs as applicable. (Based on 07/03/2023 text)

Location: 05/31/2023 - Senate HOUSING
Current Analysis: 07/06/23 [S Housing](#) (text 07/03/23)
05/19/23 [A Floor Analysis](#) (text 04/24/23)
05/08/23 [A Appropriations](#) (text 04/24/23)

Current Text: 07/03/2023 - Amended
Last Amend: 07/03/2023

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

AB 516

Ramos, D

HTML

PDF

Mitigation Fee Act: fees for improvements: reports and audits.

Progress bar



Bill information

Status: 07/05/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Layperson's Summary: The Mitigation Fee Act requires local agencies to deposit fees from a development project in a separate account and make their fund information publicly available. This bill would require the report to include an identification of public improvements and refunds. It would also allow people to request an audit to determine if the fees are exceeding the necessary cost and when the public improvement is scheduled to be completed. Additionally, local agencies would have to inform those who pay the fees of their right to request an audit and the availability to review fund information on their website. (Based on 07/05/2023 text)

Location: 06/14/2023 - Senate APPR.

Current Analysis: 06/09/23 [S Governance And Finance](#) (text 04/05/23)

05/15/23 [A Appropriations](#) (text 04/05/23)
04/24/23 [A Housing And Community Development](#)
(text 04/05/23)
04/18/23 [A Local Government](#) (text 04/05/23)

Current Text: 07/05/2023 - Amended

Last Amend: 07/05/2023

AB 519

Schiavo, D

HTML

PDF

Affordable Housing Finance Workgroup: affordable housing: consolidated application process.

Progress bar



Bill information

Status: 07/03/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

Layperson's Summary: Existing law creates several entities with a focus on making affordable housing options available in California. This bill would create the Affordable Housing Finance Workgroup to develop a consolidated application for developers to use to obtain grants, loans, tax credits, and other types of financing for affordable housing, and to develop a coordinated review process for the application. The Workgroup would include representatives from the already existing entities, as well as from non-profit and for-profit developers, and local and tribal governments. Their recommendations would be reported to the Legislature and certain committees by July 1, 2026. (Based on 07/03/2023 text)

Location: 06/14/2023 - Senate HOUSING

Current Analysis: 07/06/23 [S Housing](#) (text 07/03/23)

05/19/23 [A Floor Analysis](#) (text 04/17/23)
05/15/23 [A Appropriations](#) (text 04/17/23)
04/24/23 [A Housing And Community Development](#)
(text 04/17/23)

Current Text: 07/03/2023 - Amended

Last Amend: 07/03/2023

Adaptive reuse projects.

Progress bar



Bill information

Status: 06/14/2023 - Referred to Com. on HOUSING.

Layperson's Summary: The Planning and Zoning Law requires cities and counties to plan for future development and make sure their housing element is in compliance with certain provisions. It will give extra points to cities and counties who implement "prohousing local policies", which includes things like financial incentives for housing, reduced parking requirements for residential development, and zoning for residential and mixed-use development. This bill would add adaptive reuse (converting or redeveloping commercial properties into housing) as a prohousing policy. It would also require the California Building Standards Commission to research and develop revisions and clarifications to the Building Standards Code relating to the requirements for adaptive reuse development projects. (Based on 03/30/2023 text)

Location: 06/14/2023 - Senate HOUSING
Current Analysis: 07/06/23 [S Housing](#) (text 03/30/23)
 05/19/23 [A Floor Analysis](#) (text 03/30/23)
 05/08/23 [A Appropriations](#) (text 03/30/23)
 04/18/23 [A Local Government](#) (text 03/30/23)
 03/26/23 [A Housing And Community Development](#) (text 03/20/23)

Current Text: 03/30/2023 - Amended
Last Amend: 03/30/2023

Social Service Transportation Improvement Act: coordinated transportation services agencies.

Progress bar



Bill information

Status: 03/27/2023 - In committee: Set, first hearing. Hearing canceled at the request of author.

Layperson's Summary: The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to develop plans to coordinate social service transportation services and funds for implementation, rather than consolidating them. This bill would also increase the transportation improvement fee by \$10 per vehicle, with the revenues being dedicated to the Public Transportation Account for use by counties to provide accessible transportation services for seniors and disabled persons - which would require the approval of two-thirds of each house of the Legislature. Lastly, the bill would state that no reimbursement is required by the act. (Based on 02/08/2023 text)

Location: 03/02/2023 - Assembly TRANS.

Current Text: 02/08/2023 - Introduced

State Housing Law: inspection.

Progress bar



Bill information

Status: 07/03/2023 - In committee: Referred to APPR suspense file.

Layperson's Summary: This bill requires local enforcement agencies to inspect a building with multiple units if they find that a single unit is substandard or violates the State Housing Law and determine that the condition could affecting other units. Property owners would be required to get their units reinspected to verify that the defects or violations have been corrected. If the Commission on State Mandates finds that the bill imposes costs on local agencies or school districts, the state will be responsible for reimbursing them. (Based on 06/22/2023 text)

Location: 07/03/2023 - Senate APPR. SUSPENSE FILE

Current Analysis: 06/30/23 [S Appropriations](#) (text 06/22/23)

06/15/23 [S Housing](#) (text 04/13/23)

05/19/23 [A Floor Analysis](#) (text 04/13/23)

04/24/23 [A Appropriations](#) (text 04/13/23)

04/10/23 [A Housing And Community Development](#) (text 02/08/23)

Current Text: 06/22/2023 - Amended

Last Amend: 06/22/2023

[AB 550](#) [Schiavo, D](#) [HTML](#) [PDF](#)

Homelessness: point-in-time count results: meetings.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/3/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill requires cities, counties, and cities and counties to consider certain actions to prevent and end homelessness based on the point-in-time count results of the local continuum of care. The bill also determines that changes proposed by this bill address a matter of statewide concern, and if the Commission on State Mandates confirms that the bill contains costs mandated by the state, reimbursement to local agencies may be made. (Based on 04/05/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR

Current Analysis: 05/01/23 [A Appropriations](#) (text 04/05/23)

04/17/23 [A Housing And Community Development](#) (text 04/05/23)

Current Text: 04/05/2023 - Amended

Last Amend: 04/05/2023

[AB 557](#) [Hart, D](#) [HTML](#) [PDF](#)

Open meetings: local agencies: teleconferences.

Progress bar



Bill information

Status: 06/29/2023 - Read second time. Ordered to third reading.

Layperson's Summary: The Ralph M Brown Act requires that local agency meetings be open and public and allows for those meetings to occur via teleconferencing under certain requirements. This bill would extend these teleconferencing provisions and make findings that

it furthers the Constitution's requirements for public access. This would mean that local agencies would still be able to have public meetings via teleconference with the same rules applying, regardless of whether there is an emergency or not, and would provide an opportunity for members of the public to comment. (Based on 06/19/2023 text)

Location: 06/29/2023 - Senate THIRD READING
Current 06/30/23 [S Floor Analyses](#) (text 06/19/23)
Analysis: 06/23/23 [S Judiciary](#) (text 06/19/23)
06/02/23 [S Governance And Finance](#) (text 02/08/23)
05/03/23 [A Floor Analysis](#) (text 02/08/23)
04/25/23 [A Local Government](#) (text 02/08/23)

Current 06/19/2023 - Amended
Text:
Last 06/19/2023
Amend:

[AB 585](#) [Rivas, Robert, D](#) [HTML](#) [PDF](#)

California Global Warming Solutions Act of 2006: literature review and progress report.

Progress bar



Bill information

Status: 07/05/2023 - From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (July 5). Re-referred to Com. on APPR.

Layperson's Summary: The California Global Warming Solutions Act of 2006 gives the State Air Resources Board the responsibility to monitor and regulate polluting sources that release greenhouse gases. Other agencies like the Public Utilities Commission and the State Energy Resources Conservation and Development Commission have duties to advance the state's clean energy and pollution reduction objectives. The bill also calls for the California Council on Science and Technology to perform a literature review every two years to assess the projects needed to reach energy and air quality goals. There will also be an annual progress report from the Office of Planning and Research given to the Joint Legislative Committee on Climate Change Policies that includes the number of permit applications and projects approved. The bill would receive funding once it is approved by the Legislature. This bill also takes effect immediately. (Based on 06/14/2023 text)

Location: 07/05/2023 - Senate APPR.
Current 07/03/23 [S Environmental Quality](#) (text 06/14/23)
Analysis: 05/24/23 [A Floor Analysis](#) (text 05/18/23)
04/24/23 [A Appropriations](#) (text 03/23/23)
04/07/23 [A Natural Resources](#) (text 03/23/23)

Current 06/14/2023 - Amended
Text:
Last 06/14/2023
Amend:

[AB 591](#) [Gabriel, D](#) [HTML](#) [PDF](#)

Electric vehicle service equipment: connectors and public accessibility.

Progress bar



Bill information

Status: 06/14/2023 - In committee: Hearing postponed by committee.

Layperson's Summary: This bill makes it so that all electric vehicle charging stations, which require a payment of a fee to use, must have a "universal connector" and must be open to the public. It also says that anyone who operates a CHAdeMO electric vehicle service equipment must keep it in good working condition until at least 2029, unless it is just for private use at a single family residence or multifamily residence. (Based on 05/31/2023 text)

Location: 05/10/2023 - Senate TRANS.
Current Analysis: 04/10/23 [A Floor Analysis](#) (text 03/13/23)
Analysis: 03/17/23 [A Transportation](#) (text 03/13/23)

Current Text: 05/31/2023 - Amended
Last Amend: 05/31/2023

AB 610 **Holden, D** **HTML** **PDF**

Youth Transit Pass Pilot Program: free youth transit passes.

Progress bar



Bill information

Status: 07/03/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Layperson's Summary: This bill would create the Youth Transit Pass Pilot Program that would provide free bus and rail transit services to holders of the Youth Transit Pass at certain educational institutions. The Department of Transportation would administer the program and award grants to transit agencies for the costs of creating, designing, developing, advertising, distributing and implementing the passes. Transit agencies with existing fare-free programs for people aged 18 and younger would also be able to apply for grants to maintain or expand their programs. In 2027, the Department of Transportation will submit a report to the Legislature on the program's outcomes and whether it helped reduce emissions and vehicle miles traveled. The bill will end in 2028. (Based on 07/03/2023 text)

Location: 06/07/2023 - Senate TRANS.
Current Analysis: 05/24/23 [A Floor Analysis](#) (text 05/18/23)
Analysis: 05/08/23 [A Appropriations](#) (text 02/09/23)
03/10/23 [A Transportation](#) (text 02/09/23)

Current Text: 07/03/2023 - Amended
Last Amend: 07/03/2023

AB 627 **Jackson, D** **HTML** **PDF**

Heavy-duty trucks: grant program: operating requirements.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/17/2023)(May be acted upon Jan 2024)

Layperson's Summary: The State Air Resources Board is the agency responsible for controlling vehicular air pollution in California. This bill would make it an infraction to operate a heavy-duty diesel-fueled vehicle in cities identified by the board as containing a disadvantaged community with certain air pollution criteria. Additionally, the South Coast Air Quality Management District would establish a statewide program to provide grants to operators of diesel-fueled vehicles to replace the diesel engine with a more efficient power source. This bill would also limit reimbursement from the state for certain costs. (Based on 04/03/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current Text: 04/03/2023 - Amended
Last Amend: 04/03/2023

Density Bonus Law.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was H. & C.D. on 2/17/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Density Bonus Law requires cities and counties to provide developers with special incentives and concessions when they agree to construct certain percentages of lower income, very low income, or senior citizen housing. The bill would allow cities and counties to exempt incentivized projects from certain local regulations, such as affordability requirements. Additionally, cities and counties are prohibited from applying certain standards that would prevent developers from following the Density Bonus Law, but cannot waive or reduce standards that would have an adverse impact on public health or safety. (Based on 03/20/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR	Current Text: 03/20/2023 - Amended
Current Analysis: 03/26/23 A Housing And Community Development (text 03/20/23)	Last Amend: 03/20/2023

Vehicles: speed safety system pilot program.

Progress bar



Bill information

Status: 07/03/2023 - Read second time and amended. Re-referred to Com. on JUD.

Layperson's Summary: This bill would let the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach and the City and County of San Francisco create a Pilot Program that uses a Speed Safety System to monitor and issue notices of violations of speed laws. For the first 60 days of the program they would be allowed to send out warning notices instead of violations and they would have to create a Use Policy and a Impact Report, as well as hold a public information campaign which would include when the system will be implemented and where the system will be used. They would be allowed to have civil penalties and allow for indigent violators to have a diversion program. Additionally, a \$25 filing fee would be required for an appeal challenging a speed violation. (Based on 07/03/2023 text)

Location: 06/27/2023 - Senate JUD.	Current Text: 07/03/2023 - Amended
Current Analysis: 06/26/23 S Transportation (text 05/01/23)	Last Amend: 07/03/2023
05/19/23 A Floor Analysis (text 05/01/23)	
05/15/23 A Appropriations (text 05/01/23)	
04/23/23 A Privacy And Consumer Protection (text 03/30/23)	
04/14/23 A Transportation (text 03/30/23)	

Federal Housing Voucher Acceleration Program.

Progress bar



Bill information

Status: 06/07/2023 - Referred to Com. on HOUSING.

Layperson's Summary: This bill establishes the Federal Housing Voucher Acceleration Program which is designed to provide rental assistance and housing relocation and stabilization services for people who are experiencing homelessness or at risk of homelessness. Public housing authorities in geographically diverse communities would be eligible to receive funds for providing these services to the eligible population. The funds allocated would be based upon the number of public housing/Section 8 vouchers maintained by the housing authority and their success rate in housing eligible individuals. Additionally, the local housing authorities would need to report their monthly success rate to the department and could be required to make changes to improve efficiencies in placements. If found to require costs mandated by the state, the state would reimburse local agencies and school districts per statutory provisions. (Based on 05/01/2023 text)

Location: 06/07/2023 - Senate HOUSING

Current 07/06/23 [S Housing](#) (text 05/01/23)

Analysis: 05/19/23 [A Floor Analysis](#) (text 05/01/23)

05/08/23 [A Appropriations](#) (text 05/01/23)

04/24/23 [A Housing And Community Development](#) (text 04/17/23)

Current 05/01/2023 - Amended

Text:

Last 05/01/2023

Amend:

[AB 662](#)
[Boerner, D](#)
[HTML](#)
[PDF](#)

Federal Broadband Equity, Access, and Deployment Program funds: administration.

Progress bar



Bill information

Status: 06/21/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E., U. & C.

Layperson's Summary: This bill would give the Public Utilities Commission (PUC) authority over the state's telecommunications universal service programs, including the California Advanced Services Fund (CASF), which encourages high-quality broadband services to promote economic growth, job creation, and benefits. It would also require PUC to administer the federal Broadband Equity Access and Deployment Program (BEAD Program), which offers grants to states, and matches federal fund requirements. The PUC would have to follow federal guidelines, and must use the strongest data available when making decisions. The bill would also require applicants awarded BEAD Program funds to offer at least one low-cost broadband service plan, and for PUC to submit a report evaluating the feasibility of combining grant accounts into one last-mile broadband program by 2024. This bill would impose a criminal penalty for violating any of the PUC's orders or decisions. (Based on 06/21/2023 text)

Location: 06/14/2023 - Senate E. U., & C.

Current 05/19/23 [A Floor Analysis](#) (text 03/09/23)

Analysis: 04/18/23 [A Appropriations](#) (text 03/09/23)

03/27/23 [A Communications And Conveyance](#) (text 03/09/23)

Current 06/21/2023 - Amended

Text:

Last 06/21/2023

Amend:

[AB 670](#)
[Wilson, D](#)
[HTML](#)
[PDF](#)

Housing.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/13/2023)(May be acted upon Jan 2024)

Layperson's Summary: This text is about changes the state of California is making to existing housing laws. Basically, it gives the Department of Housing and Community Development the power to look into housing issues like zoning and building laws, study how they are being enforced, and try to make more housing available. The change in this bill would make small changes to that existing law. (Based on 02/13/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR

Current Text: 02/13/2023 - Introduced

AB 692
Patterson, Jim, R
HTML
PDF

California Environmental Quality Act: exemption: egress route projects: fire safety.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/26/2023)(May be acted upon Jan 2024)

Layperson's Summary: CEQA is a California Environmental Quality Act which requires lead agencies to prepare an environmental impact report for certain projects that would have significant effect on the environment, or adopt a negative declaration if there is no significant effect. This bill would exempt public agency projects from CEQA to improve access to and evacuation from premises without secondary egress route, as long as certain conditions are met. If approved, the lead agency must also file a notice of exemption with the Office of Planning and Research. (Based on 02/13/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR

Current Text: 02/13/2023 - Introduced

Current: 04/24/23 [A Appropriations](#) (text 02/13/23)

Analysis: 03/24/23 [A Natural Resources](#) (text 02/13/23)

AB 713
Alanis, R
HTML
PDF

General plan: housing elements.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/13/2023)(May be acted upon Jan 2024)

Layperson's Summary: If a city or county wants to adopt a general plan for their jurisdiction, it must include a housing element. Starting January 1 2021, the planning agency of that city or county has to send a copy of their inventory of land suitable for residential development to the Department of Housing and Community Development. This new bill changes the already existing law requiring the electronic copy of the inventory to be sent. (Based on 02/13/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR

Current 02/13/2023 - Introduced
Text:

AB 744 Carrillo, Juan, D HTML PDF

California Transportation Commission: data, modeling, and analytic software tools procurement.

Progress bar



Bill information

Status: 06/21/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Layperson's Summary: The California Transportation Commission oversees programs for improving transportation and allocating funds for transportation projects. This bill requires the Commission to buy public domain and other software tools to help California meet its goals for sustainable transport, affordable housing, land use, and air quality. The bill also allows the Commission to give local agencies grants to use these tools and requires agencies to report back on how they use the tools. In 2027 the Commission must submit a report to the legislature about how these tools were used. Finally, the bill directs the Commission to come up with best practices for using data in transportation planning and to identify which data should be made available to state and local agencies. (Based on 06/21/2023 text)

Location: 06/07/2023 - Senate TRANS.
Current 05/24/23 A Floor Analysis (text 05/18/23)
Analysis: 05/01/23 A Appropriations (text 02/13/23)
03/17/23 A Transportation (text 02/13/23)

Current 06/21/2023 - Amended
Text:
Last 06/21/2023
Amend:

AB 761 Friedman, D HTML PDF

Transit Transformation Task Force.

Progress bar



Bill information

Status: 06/07/2023 - Referred to Com. on TRANS.

Layperson's Summary: The transportation agency provides public transportation funding. This bill would create the Transit Transformation Task Force on July 1, 2024. It will include representatives from government, academic institutions, non-governmental organizations, and other stakeholders. It is their job to develop policies to increase ridership and improve the transit experience for everyone. The secretary of the task force must send a report of their findings to the policy and fiscal committees of the Legislature on or before January 1, 2025. The bill's provisions will expire on January 1, 2028. (Based on 02/13/2023 text)

Location: 06/07/2023 - Senate TRANS.
Current 05/19/23 A Floor Analysis (text 02/13/23)
Analysis: 05/01/23 A Appropriations (text 02/13/23)
03/17/23 A Transportation (text 02/13/23)

Current 02/13/2023 - Introduced
Text:

AB 764 Bryan, D HTML PDF

Local redistricting.

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

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Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 6. Noes 1.) (July 5). Re-referred to Com. on GOV. & F.

Layperson's Summary: This bill requires local governments, like counties, county boards of education, cities, school districts, community college districts, and special districts to adopt district boundaries following each federal decennial census. To do this, they must follow uniform requirements involving workshops, public hearings, and redistricting public education and outreach plans. There also must also be a dedicated website containing redistricting information. Additionally, restrictions are placed on how late new district boundaries can be adopted and when one-member districts can be established. The bill also requires the State to reimburse local agencies for the costs associated with this new mandate. (Based on 06/19/2023 text)

Location: 07/06/2023 - Senate GOV. & F.

Current Analysis: 07/05/23 [S Elections And Constitutional Amendments](#) (text 05/18/23)

- 05/24/23 [A Floor Analysis](#) (text 05/18/23)
- 05/08/23 [A Appropriations](#) (text 04/11/23)
- 04/25/23 [A Local Government](#) (text 04/11/23)
- 04/17/23 [A Elections](#) (text 04/11/23)

Current Text: 06/19/2023 - Amended

Last Amend: 06/19/2023

[AB 768](#)
[Boerner, D](#)
[HTML](#)
[PDF](#)

Communications: The Office of Broadband and Digital Equity.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was C. & C. on 3/9/2023)(May be acted upon Jan 2024)

Layperson's Summary: In short, this bill would establish a state office tasked with regulating public utilities such as telephone companies, promoting broadband services, and protecting consumers from unfair practices related to broadband services. (Based on 03/09/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current Analysis: 03/27/23 [A Communications And Conveyance](#) (text 03/09/23)

Current Text: 03/09/2023 - Amended

Last Amend: 03/09/2023

[AB 770](#)
[Kalra, D](#)
[HTML](#)
[PDF](#)

Residential care facilities for the elderly.

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Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024)

Layperson's Summary: Essentially, this bill revises the existing law by changing the number of beds allowed in a residential care facility for the elderly. Such facilities will also have to reserve at least 30% of beds for low-income individuals or recipients of specified benefits. In addition, the bill states that violations of the act are now a criminal offense and expands the number of facilities subject to these penalties. However, the state does not need to reimburse most of these cost mandated by the state. (Based on 04/27/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current Analysis: 05/08/23 [A Appropriations](#) (text 04/27/23)
04/24/23 [A Human Services](#) (text 03/29/23)

Current Text: 04/27/2023 - Amended
Last Amend: 04/27/2023

AB 772 **Jackson, D** **HTML** **PDF**

State Foster Care Ombudsperson.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/25/2023)(May be acted upon Jan 2024)

Layperson's Summary: Existing law requires the Office of the State Foster Care Ombudsperson to be established in the State Department of Social Services. This ombudsperson has the power to investigate foster care issues, including access to and inspections of children's residential facilities such as foster family agencies, foster family homes and small family homes. This bill would extend the time for the state or county agency or contractor to submit a written response to the ombudsperson after a complaint or written recommendation from the ombudsperson from 30 calendar days to 30 business days. (Based on 04/17/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current Analysis: 04/22/23 [A Human Services](#) (text 04/17/23)

Current Text: 04/17/2023 - Amended
Last Amend: 04/17/2023

AB 776 **Holden, D** **HTML** **PDF**

Route 210.

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Bill information

Status: 07/03/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Layperson's Summary: This bill would allow the Department of Transportation to recognize the historical and cultural importance of the California Native American tribes local to or historically located in the Counties of Los Angeles and San Bernardino. It would do this by erecting highway signs and other markers to provide recognition along Route 210. To determine the exact signs and markers to be placed, the Department of Transportation will collaborate with the California tribes local to or historically located along

Route 210. The route will be known as the Southern California Native American Freeway or by a name developed by the department and the specified entities. (Based on 07/03/2023 text)

Location: 06/28/2023 - Senate APPR.
Current 06/23/23 [S Transportation](#) (text 05/25/23)
Analysis: 05/25/23 [A Floor Analysis](#) (text 05/25/23)
05/24/23 [A Floor Analysis](#) (text 05/18/23)
05/08/23 [A Appropriations](#) (text 03/15/23)
03/17/23 [A Transportation](#) (text 03/15/23)

Current 07/03/2023 - Amended
Text:
Last 07/03/2023
Amend:

AB 785 **Santiago, D** **HTML** **PDF**

California Environmental Quality Act: exemption: City of Los Angeles: County of Los Angeles: affordable housing and transitional housing.

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Bill information

Status: 06/21/2023 - From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 7. Noes 0.) (June 21). Re-referred to Com. on HOUSING.

Layperson's Summary: The California Environmental Quality Act (CEQA) is a law that requires public agencies to consider the environmental impact of any new project they are proposing. It specifically sets out certain activities related to affordable and emergency housing that public agencies, including the City of Los Angeles, are exempt from the law until January 1, 2030. This means they won't have to document or consider the environmental impact of such projects. The bill also provides definitions for "emergency shelter" and "supportive housing", and recognizes the Los Angeles County Development Authority as an eligible public agency. (Based on 05/01/2023 text)

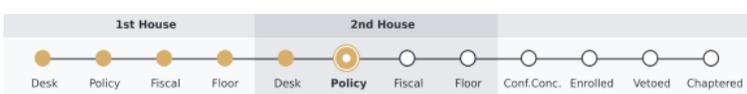
Location: 06/21/2023 - Senate HOUSING
Current 07/06/23 [S Housing](#) (text 05/01/23)
Analysis: 06/19/23 [S Environmental Quality](#) (text 05/01/23)
05/08/23 [A Appropriations](#) (text 05/01/23)
04/24/23 [A Housing And Community Development](#) (text 04/20/23)
04/14/23 [A Natural Resources](#) (text 04/11/23)

Current 05/01/2023 - Amended
Text:
Last 05/01/2023
Amend:

AB 799 **Rivas, Luz, D** **HTML** **PDF**

Homelessness: financing plan.

Progress bar



Bill information

Status: 07/03/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

Layperson's Summary: This bill aims to provide resources and services for people who are homeless or at risk of becoming homeless. The California Interagency Council on Homelessness (the "council") is responsible for setting a financing plan and developing a statewide performance metric to reduce racial and ethnic disparities in homelessness and increase successful exits from homelessness to permanent housing by the year 2035. The council must also create a unified funding application by 2026, aligning the

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timeline and application requirements for various state funding programs that provide housing and services to homeless people. (Based on 07/03/2023 text)

Location: 06/20/2023 - Senate HOUSING
Current 07/06/23 [S Housing](#) (text 07/03/23)
Analysis: 06/16/23 [S Human Services](#) (text 04/19/23)
05/19/23 [A Floor Analysis](#) (text 04/19/23)
05/08/23 [A Appropriations](#) (text 04/19/23)
04/24/23 [A Housing And Community Development](#)
(text 04/19/23)

Current 07/03/2023 - Amended
Text:
Last 07/03/2023
Amend:

[AB 812](#) [Boerner, D](#) [HTML](#) [PDF](#)

Housing development approvals: reserving affordable units in or near a cultural district for artists.

Progress bar



Bill information

Status: 06/08/2023 - Read second time and amended. Ordered to third reading.

Layperson's Summary: This law requires the Arts Council to create rules for official cultural zones within the state, and it also allows cities and counties to insist that certain housing developments set aside a part of them for affordable housing. This bill expands on that by allowing cities and counties to reserve up to 10% of these affordable housing units specifically for artists, as long as they are located either within or near a state- or locally-designated cultural zone. This bill basically results in the creation of artist-specific living spaces and it applies to all cities, even those that have their own charter (their own set of rules). (Based on 06/08/2023 text)

Location: 06/08/2023 - Senate THIRD READING
Current 06/09/23 [S Floor Analyses](#) (text 06/08/23)
Analysis: 06/01/23 [S Housing](#) (text 05/30/23)
04/26/23 [A Floor Analysis](#) (text 04/10/23)
04/21/23 [A Arts, Entertainment, Sports, And Tourism](#)
(text 04/10/23)
04/17/23 [A Housing And Community Development](#)
(text 04/10/23)

Current 06/08/2023 - Amended
Text:
Last 06/08/2023
Amend:

[AB 817](#) [Pacheco, D](#) [HTML](#) [PDF](#)

Open meetings: teleconferencing: subsidiary body.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/16/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Ralph M Brown Act sets requirements for how local government can hold meetings, requiring that meetings be open and public, with agenda and notice sent out in advance. The bill would allow a subsidiary body of the local government to use teleconferencing when at least a quorum of the members are in agreement without a state of emergency being declared. The

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bill also requires that the legislative body make a majority vote finding to use teleconferencing for the first time and every 12 months thereafter, as well as making two legislative findings for the bill to take effect. (Based on 03/16/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR
Current Analysis: 04/25/23 [A Local Government](#) (text 03/16/23)

Current Text: 03/16/2023 - Amended
Last Amend: 03/16/2023

[AB 821](#) [Grayson, D](#) [HTML](#) [PDF](#)

Planning and zoning: general plan: zoning ordinance: conflicts.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (July 6). Re-referred to Com. on APPR.

Layperson's Summary: This bill is about changes to California's existing law regarding long-term development planning and zoning. It would allow any resident or property owner to bring an action to enforce compliance with the law within 90 days of a new zoning ordinance or amendment. It would also authorize local agencies to amend the zoning ordinance or process a development application within 180 days of receiving it. This bill would ensure that any proposed development which is consistent with the general plan, but not the existing zoning ordinance, is allowed. Lastly, the bill would find that the changes proposed by the bill are a matter of statewide concern, so it would apply to all cities, including charter cities. (Based on 06/22/2023 text)

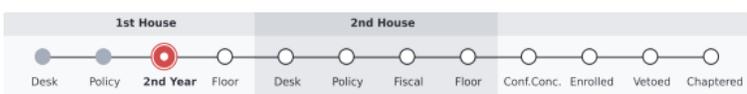
Location: 07/06/2023 - Senate APPR.
Current Analysis: 07/03/23 [S Judiciary](#) (text 06/22/23)
06/16/23 [S Governance And Finance](#) (text 05/01/23)
05/19/23 [A Floor Analysis](#) (text 05/01/23)
05/15/23 [A Appropriations](#) (text 05/01/23)
04/24/23 [A Housing And Community Development](#) (text 04/11/23)
04/18/23 [A Local Government](#) (text 04/11/23)

Current Text: 06/22/2023 - Amended
Last Amend: 06/22/2023

[AB 823](#) [Schiavo, D](#) [HTML](#) [PDF](#)

Clean Transportation Program: eligible projects.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/19/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Clean Transportation Program is a program run by the State of California to fund projects that reduce emissions and help the environment. Examples of these projects are alternative and renewable fuel infrastructure fueling stations and equipment. This bill would add to the list of eligible projects, such as roadway and surface integrated fueling and parking projects. (Based on 03/02/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR

Current Text: 03/02/2023 - Amended

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Current 04/18/23 [A Appropriations](#) (text 03/02/23)
Analysis: 03/17/23 [A Transportation](#) (text 03/02/23)

Last 03/02/2023
Amend:

AB 824 **Calderon, D** [HTML](#) [PDF](#)

Highway greening: statewide strategic plan.

Progress bar



Bill information

Status: 07/06/2023 - In committee: Hearing postponed by committee.

Layperson's Summary: Under the existing law, the Department of Transportation is responsible for all state highways and related property, and administers two programs that help fund the beautification of these areas. A new bill, the Highway Greening Act, would require the Department to create a strategic plan to increase green highways in urban, disadvantaged, and low-income communities by at least 10% by 2035. This plan would have to be fully submitted to the Legislature and their committees by June 30, 2025. (Based on 07/03/2023 text)

Location: 06/28/2023 - Senate APPR.
Current 06/23/23 [S Transportation](#) (text 06/19/23)
Analysis: 05/19/23 [A Floor Analysis](#) (text 03/14/23)
05/15/23 [A Appropriations](#) (text 03/14/23)
03/17/23 [A Transportation](#) (text 03/14/23)

Current 07/03/2023 - Amended
Text:
Last 07/03/2023
Amend:

AB 825 **Bryan, D** [HTML](#) [PDF](#)

Vehicles: bicycles on sidewalks.

Progress bar



Bill information

Status: 06/07/2023 - Referred to Com. on TRANS.

Layperson's Summary: Existing law already regulates the operation of bicycles on public sidewalks by prohibiting bicycles from being left on the ground or blocking pedestrian paths. Local authorities are allowed to set rules and regulations for bike operation on sidewalks. This new bill would prevent local authorities from prohibiting biking on a sidewalk along highways or corridors, however it would require bikers to yield for pedestrians and continue with a 10 mph speed limit. Even though this bill would create a state mandated local program it does not require reimbursement. (Based on 02/13/2023 text)

Location: 06/07/2023 - Senate TRANS.
Current 05/12/23 [A Floor Analysis](#) (text 02/13/23)
Analysis: 05/08/23 [A Appropriations](#) (text 02/13/23)
03/17/23 [A Transportation](#) (text 02/13/23)

Current 02/13/2023 - Introduced
Text:

AB 832 **Cervantes, D** [HTML](#) [PDF](#)

California Transportation Commission: membership.

Progress bar



Bill information

Status: 06/29/2023 - In committee: Hearing postponed by committee.

Layperson's Summary: The California Transportation Commission is a body of 13 members with 9 appointed by the Governor, 1 appointed by the Speaker of the Assembly and 1 appointed by the Senate Committee on Rules. This bill requires one of the Governor-appointed members have expertise in transportation issues, and professional experience working in or representing disadvantaged communities. This ensures the Commission has diverse members who can represent the interests of the disproportionately burdened and vulnerable. (Based on 03/01/2023 text)

Location: 06/13/2023 - Senate APPR.

Current Analysis: 06/09/23 [S Transportation](#) (text 03/01/23)

04/28/23 [A Floor Analysis](#) (text 03/01/23)

04/24/23 [A Appropriations](#) (text 03/01/23)

03/17/23 [A Transportation](#) (text 02/23/23)

Current Text: 03/01/2023 - Amended

Last Amend: 03/01/2023

[AB 894](#) [Friedman, D](#) [HTML](#) [PDF](#)

Parking requirements: shared parking.

Progress bar



Bill information

Status: 06/22/2023 - Read second time and amended. Re-referred to Com. on HOUSING.

Layperson's Summary: This bill would require cities and counties to consider allowing entities with underutilized parking to share their parking with the public, the public agencies, or other entities if they submit a shared parking agreement. The agreement must include information demonstrating the benefits of the shared parking, and a parking analysis using methodologies developed by a professional planning organization. Property owners living within 300 feet of the shared parking must be notified of the agreement and will be given an opportunity to hold a public meeting after receiving the notification. In addition, when public funds are being used on a proposed new development, the government is required to examine the feasibility of shared parking agreements. Ultimately, this bill would help local governments reduce the number of new parking spaces that need to be built. (Based on 06/22/2023 text)

Location: 06/21/2023 - Senate HOUSING

Current Analysis: 07/06/23 [S Housing](#) (text 06/22/23)

06/16/23 [S Governance And Finance](#) (text 04/20/23)

06/09/23 [S Governance And Finance](#) (text 04/20/23)

05/19/23 [A Floor Analysis](#) (text 04/20/23)

05/15/23 [A Appropriations](#) (text 04/20/23)

04/24/23 [A Housing And Community Development](#)

(text 04/20/23)

04/18/23 [A Local Government](#) (text 04/11/23)

Current Text: 06/22/2023 - Amended

Last Amend: 06/22/2023

[AB 901](#) [Ting, D](#) [HTML](#) [PDF](#)

Affordable housing financing districts.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/26/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would authorize the legislative body of a city or county to create an Affordable Housing Financing District to finance the development of affordable housing and related infrastructure, such as roads and sewers. The district would spend at least 80% of its funding derived from taxes on affordable housing and the remaining 20% on related infrastructure. It would enter into a contract with the California Housing Finance Agency and the taxes paid by the district would be deposited into a trust fund. The bill also creates an Affordable Housing Financing Fund and a Tax Increment Pooling Loss Reserve Account, with money going to the trust funds to be used to pay the debt service on the revenue bonds. Lastly, it states that the state is not required to reimburse local agencies and school districts for any costs mandated by this bill. (Based on 05/01/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current Analysis: 04/24/23 [A Housing And Community Development](#) (text 04/11/23)
 04/18/23 [A Local Government](#) (text 04/11/23)

Current Text: 05/01/2023 - Amended
Last Amend: 05/01/2023

AB 911 **Schiavo, D** **HTML** **PDF**

Unlawfully restrictive covenants: affordable housing.

Progress bar



Bill information

Status: 06/28/2023 - From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 10. Noes 1.) (June 27). Re-referred to Com. on HOUSING.

Layperson's Summary: This bill is designed for owners of affordable housing developments, allowing them to submit a modification document that removes or modifies any existing restrictive covenants and if the county counsel finds the property qualifies, they may record the modification document. After the county recorder is authorized to record the document, the owner will be notified and must then provide notice to any interested parties by certified mail. This bill also prohibits recording unless the owner is the record title owner and requires a suit challenging the restrictive covenant to be filed within 35 days of notice. Finally, the county recorder may charge a standard recording fee. (Based on 06/19/2023 text)

Location: 06/28/2023 - Senate HOUSING
Current Analysis: 07/06/23 [S Housing](#) (text 06/19/23)
 06/23/23 [S Judiciary](#) (text 06/19/23)
 05/19/23 [A Floor Analysis](#) (text 04/13/23)
 05/15/23 [A Appropriations](#) (text 04/13/23)
 04/14/23 [A Judiciary](#) (text 04/13/23)
 04/10/23 [A Housing And Community Development](#) (text 03/01/23)

Current Text: 06/19/2023 - Amended
Last Amend: 06/19/2023

AB 930 **Friedman, D** **HTML** **PDF**

Local government: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts.

Progress bar

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/25/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would allow certain local agencies to form a district to reinvest in infrastructure, specifically providing low- and moderate-income housing and issuing bonds. The district can receive money from different sources and must follow certain regulations like having 50% of the money be spent on specific projects, at least 30% of the funds be spent on residential units for low and moderate-income, or having at least 75% of the money go towards urban uses - all while providing job security and wages to the workers. The bill also provides a fund to help with initial projects and requires review of the plan yearly. Lastly, the state is not required to make reimbursements for costs due to this bill. (Based on 04/26/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR	Current Text: 04/26/2023 - Amended
Current Analysis: 04/24/23 A Jobs, Economic Development, And The Economy (text 04/11/23)	Last Amend: 04/26/2023
04/18/23 A Local Government (text 04/11/23)	

[AB 932](#)
[Ting, D](#)
[HTML](#)
[PDF](#)

Accessory dwelling units: Accessory Dwelling Unit Program: reports.

Progress bar



Bill information

Status: 06/21/2023 - From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (June 20). Re-referred to Com. on APPR.

Layperson's Summary: The California Housing Finance Agency (CalHFA) has a program that helps homeowners get loans to build accessory dwelling units and junior accessory dwelling units. To get better insight on how the program is going, the CalHFA has been asked to evaluate the program and report back to the Legislature by January 1 2025. This will help California increase access to capital for homeowners interested in building accessory dwelling units. (Based on 05/18/2023 text)

Location: 06/21/2023 - Senate APPR.	Current Text: 05/18/2023 - Amended
Current Analysis: 06/15/23 S Housing (text 05/18/23)	Last Amend: 05/18/2023
05/24/23 A Floor Analysis (text 05/18/23)	
05/01/23 A Appropriations (text 03/30/23)	
04/10/23 A Housing And Community Development (text 03/30/23)	

[AB 965](#)
[Carrillo, Juan, D](#)
[HTML](#)
[PDF](#)

Local government: broadband permit applications.

Progress bar



Bill information

Status: 06/20/2023 - From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 17. Noes 0.) (June 20). Re-referred to Com. on GOV. & F.

Layperson's Summary: The Permit Streamlining Act is a law that requires cities and counties to follow a certain approval process for a construction project or wireless facility. This new bill would require local agencies to process 2 or more broadband permit applications at the same time in a reasonable amount of time. The bill would also provide requirements for when permits are denied and it also states that the change is a matter of statewide concern and also that it should apply to all cities including charter cities. Finally, the bill states that the state is not required to reimburse local agencies for any costs. (Based on 06/07/2023 text)

Location: 06/20/2023 - Senate GOV. & F.
Current Analysis: 06/16/23 [S Energy, Utilities And Communications](#) (text 06/07/23)
 05/19/23 [A Floor Analysis](#) (text 05/01/23)
 05/15/23 [A Appropriations](#) (text 05/01/23)
 04/25/23 [A Local Government](#) (text 04/24/23)
 04/17/23 [A Communications And Conveyance](#) (text 03/16/23)

Current Text: 06/07/2023 - Amended
Last Amend: 06/07/2023

AB 971 **Lee, D** [HTML](#) [PDF](#)

Vehicles: transit-only traffic lanes.

Progress bar



Bill information

Status: 06/22/2023 - Read third time. Passed. Ordered to the Assembly. (Ayes 39. Noes 0.). In Assembly. Concurrence in Senate amendments pending. May be considered on or after June 24 pursuant to Assembly Rule 77.

Layperson's Summary: This bill would create new restrictions for people operating vehicles on the highway. Under existing law it is prohibited to park or operate a vehicle on a portion of the highway that is designated for the exclusive use of public transit buses. This bill would instead make these rules applicable to transit-only traffic lanes. A transit-only traffic lane is one restricted to mass transit vehicles or designated vehicles like taxis and vanpools during posted times. The bill would also require public transit agencies and the agency with jurisdiction over the highway to create signs and traffic control devices to indicate the transit-only traffic lane. (Based on 06/01/2023 text)

Location: 06/22/2023 - Assembly CONCURRENCE
Current Analysis: 06/22/23 [A Floor Analysis](#) (text 06/01/23)
 06/16/23 [S Floor Analyses](#) (text 06/01/23)
 06/09/23 [S Transportation](#) (text 06/01/23)
 04/14/23 [A Transportation](#) (text 02/14/23)

Current Text: 06/01/2023 - Amended
Last Amend: 06/01/2023

AB 976 **Ting, D** [HTML](#) [PDF](#)

Accessory dwelling units: owner-occupancy requirements.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass. (Ayes 5. Noes 2.) (July 5).

Layperson's Summary: Local agencies can create regulations for accessory dwelling units, like an extra room attached to your house or a detached building on your lot. Starting in 2025, local agencies could have required those accessory dwellings to be owner-occupied.

This new law would prevent that requirement and allow all accessory dwellings to not be owner-occupied, no matter when they were permitted. (Based on 02/14/2023 text)

Location: 06/21/2023 - Senate GOV. & F.
Current 06/30/23 [S Governance And Finance](#) (text 02/14/23)
Analysis: 06/15/23 [S Housing](#) (text 02/14/23)
05/26/23 [A Floor Analysis](#) (text 02/14/23)
04/26/23 [A Floor Analysis](#) (text 02/14/23)
04/18/23 [A Local Government](#) (text 02/14/23)
03/26/23 [A Housing And Community Development](#) (text 02/14/23)

Current Text: 02/14/2023 - Introduced

[AB 978](#) [Patterson, Joe, R](#) [HTML](#) [PDF](#)

California Environmental Quality Act: housing projects: judicial review: bonds.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 2/23/2023)(May be acted upon Jan 2024)

Layperson's Summary: CEQA is a law in California that requires a lead agency to assess the environmental impacts of a housing project they plan to carry out or approve. If they find that the project won't have a significant effect on the environment, they are required to declare a negative declaration. If they find that there would be significant effects, they can modify the project in order to avoid/mitigate those effects. Additionally, this law requires any person seeking judicial review of the decision of a lead agency to post a bond of \$1 million for potential costs or damages incurred. (Based on 04/04/2023 text)

Current Text: 04/04/2023 - Amended

Last Amend: 04/04/2023

Location: 05/05/2023 - Assembly 2 YEAR

[AB 980](#) [Friedman, D](#) [HTML](#) [PDF](#)

Active Transportation Program: report.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Active Transportation Program in California encourages people to bike and walk as alternate forms of transportation. Current guidelines and project selection criteria establish the criteria for the program. This bill requires applicants who receive funding through the program to submit a report to the commission one year after completing their project - this report will outline how the project helped meet active transportation goals. (Based on 03/13/2023 text)

Current Text: 03/13/2023 - Amended

Location: 05/19/2023 - Assembly 2 YEAR

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Current 05/08/23 [A Appropriations](#) (text 03/13/23)
Analysis: 03/24/23 [A Transportation](#) (text 03/13/23)

Last 03/13/2023
Amend:

AB 981 **Friedman, D** [HTML](#) [PDF](#)

State highways: pilot highway maintenance and rehabilitation demonstration projects.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024)

Layperson's Summary: The law currently gives the Department of Transportation control of all state highways and the responsibility to maintain them. This bill would require the Department to use cold in-place recycling and full depth recycling in certain projects each year, between 2025-2032. They must then make an annual report to the Legislature about these projects. Finally, this bill would expire in 2034. (Based on 03/20/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current 05/08/23 [A Appropriations](#) (text 03/20/23)
Analysis: 03/24/23 [A Transportation](#) (text 03/20/23)

Current 03/20/2023 - Amended
Text:
Last 03/20/2023
Amend:

AB 986 **Berman, D** [HTML](#) [PDF](#)

General plans.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/15/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Planning and Zoning Law is a bill that requires cities and counties to plan for and manage the physical development of their area, as well as the land outside their boundaries that is related to their plans. It also requires them to put laws and regulations in place. This new update to the bill would make some small, insignificant changes. (Based on 02/15/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR

Current 02/15/2023 - Introduced
Text:

AB 1000 **Reyes, D** [HTML](#) [PDF](#)

Qualifying logistics use projects.

Progress bar



Bill information

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/17/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would create restrictions for sites that wish to develop or expand a "qualifying logistics use" (a specific type of warehouse/industrial businesses). The bill requires that sites are located at least 1000 feet away from a "sensitive receptor" (perhaps a school, daycare, etc). The bill would require local agencies to post information about any such development projects on the internet, conduct a scoping meeting with the public to discuss the potential environmental impacts of the project and provide translation services if requested. It also establishes that individuals affected by violations of the bill or the Attorney General can bring an action to enjoin (stop) any violation of the proposed bill. Finally, the bill includes a finding that changes proposed by this bill are of a statewide concern, not just a municipal affair, and that no local agency is required to be reimbursed for any costs associated with the bill. (Based on 03/30/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR
Current Analysis: 04/25/23 [A Local Government](#) (text 03/30/23)
04/14/23 [A Natural Resources](#) (text 03/30/23)

Current Text: 03/30/2023 - Amended
Last Amend: 03/30/2023

[AB 1033](#) [Ting, D](#) [HTML](#) [PDF](#)

Accessory dwelling units: local ordinances: separate sale or conveyance.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (July 5). Re-referred to Com. on APPR.

Layperson's Summary: This bill would allow local governments to approve accessory dwelling units (like in-law units) in areas zoned for residential use. The law already requires that the units cannot be sold or separated from the primary residence, but this bill would make an exception by allowing for the separate sale or conveyance of the unit and the primary residence in the form of condominiums. This bill would impose a responsibility on local governments to do this, but the State of California won't have to pay local governments for their time spent implementing the new law. (Based on 06/29/2023 text)

Location: 07/06/2023 - Senate APPR.
Current Analysis: 06/30/23 [S Governance And Finance](#) (text 06/29/23)
06/15/23 [S Housing](#) (text 05/26/23)
05/26/23 [A Floor Analysis](#) (text 05/26/23)
05/23/23 [A Floor Analysis](#) (text 05/01/23)
05/19/23 [A Floor Analysis](#) (text 05/01/23)
05/15/23 [A Appropriations](#) (text 05/01/23)
04/25/23 [A Local Government](#) (text 04/20/23)
04/17/23 [A Housing And Community Development](#) (text 03/09/23)

Current Text: 06/29/2023 - Amended
Last Amend: 06/29/2023

[AB 1100](#) [Low, D](#) [HTML](#) [PDF](#)

Employment: workweek.

Progress bar



Bill information

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. & E. on 3/23/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would start the 32-Hour Workweek Pilot Program, which is managed by the California Department of Industrial Relations. Its goal is to give employees the option to work fewer hours. Employers with hourly employees would be prioritized to receive grants from the Department in order to begin the program. The employers would need to submit plans and measure employee and employer satisfaction. The Department must report their findings and recommendations to the Legislature by January 1, 2028. These provisions will become operative upon appropriation by the Legislature and will end on January 1, 2029. (Based on 04/03/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current Text: 04/03/2023 - Amended
Last Amend: 04/03/2023

[AB 1114](#) [Haney, D](#) [HTML](#) [PDF](#)

Planning and zoning: housing development projects: postentitlement phase permits.

Progress bar



Bill information

Status: 06/21/2023 - From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 8. Noes 0.) (June 21). Re-referred to Com. on HOUSING.

Layperson's Summary: This bill would require a local agency to compile a list of necessary information needed to approve or deny a postentitlement phase permit for housing development projects, provide approved applications and permits for at least five types of projects, and return approved permit applications for each postentitlement phase permit. It would prohibit appeals or hearings for postentitlement phase permits once the local agency determines that the permit is compliant with applicable standards. The bill also provides that no reimbursement is required for this Act. (Based on 04/13/2023 text)

Location: 06/21/2023 - Senate HOUSING

Current Analysis: 07/06/23 [S Housing](#) (text 04/13/23)
06/16/23 [S Governance And Finance](#) (text 04/13/23)
04/24/23 [A Appropriations](#) (text 04/13/23)
04/10/23 [A Housing And Community Development](#) (text 03/27/23)
03/21/23 [A Local Government](#) (text 02/15/23)

Current Text: 04/13/2023 - Amended
Last Amend: 04/13/2023

[AB 1152](#) [Patterson, Joe, R](#) [HTML](#) [PDF](#)

Public agencies: causes of action: local planning and zoning: California Environmental Quality Act.

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Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/10/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill affects the California Planning and Zoning Law and the California Environmental Quality Act (CEQA). Normally, lawsuits challenging decisions made by a public agency must be filed within 90 days, but this bill would extend the time period and any timing requirements associated with conditions of approval identified in a local zoning and planning decision if a

lawsuit is brought. Additionally, the bill would require the time period for expiration of and any timing requirements associated with conditions of approval identified in a permit agreement or other entitlement for a project approved by a public agency to be stayed during the pendency of a legal action or proceeding challenging the approval of the project brought pursuant to CEQA. The state is usually required to reimburse local agencies and school districts for certain mandated costs, but this bill specifies that no reimbursement is necessary. (Based on 04/04/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current 04/04/2023 - Amended
Text:
Last 04/04/2023
Amend:

AB 1176 **Zbur, D** **HTML** **PDF**

General plans: Local Electrification Planning Act.

Progress bar



Bill information

Status: 06/28/2023 - In committee: Set, first hearing. Hearing canceled at the request of author.

Layperson's Summary: This bill, the Local Electrification Planning Act, would require a city, county, or city and county to prepare and adopt a plan to expand electric vehicle charging. They would have to do this by January 1, 2028 at the latest. It would also include policies and implementations for disadvantaged communities, low-income households, and small businesses for investments in zero-emission technologies. This would require local public officials to do more work, so the state would have to reimburse them. This bill provides that no reimbursement is required. (Based on 05/26/2023 text)

Location: 06/14/2023 - Senate GOV. & F.

Current 06/23/23 [S Governance And Finance](#) (text 05/26/23)
Analysis: 05/26/23 [A Floor Analysis](#) (text 05/26/23)
 05/19/23 [A Floor Analysis](#) (text 05/01/23)
 05/15/23 [A Appropriations](#) (text 05/01/23)
 04/25/23 [A Local Government](#) (text 03/23/23)

Current 05/26/2023 - Amended
Text:
Last 05/26/2023
Amend:

AB 1181 **Zbur, D** **HTML** **PDF**

Solar energy systems.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Public Utilities Commission has the authority to manage public utilities like electrical companies. In California, the California Solar Initiative requires the Commission to use at least 10% of its funds for installing solar energy systems in low-income housing. This bill requires the Commission to consider improvements to multifamily installations of hybrid resources - solar energy systems paired with energy storage - and to make adjustments to existing tariffs to make it easier to install energy storage technologies with new or existing solar energy systems. A violation of any of these orders will be a crime, but the state will not have to reimburse local agencies for the costs associated with it. (Based on 05/01/2023 text)

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Location: 05/19/2023 - Assembly 2 YEAR
Current 05/15/23 [A Appropriations](#) (text 05/01/23)
Analysis: 04/25/23 [A Committee On Utilities And Energy](#) (text 03/23/23)

Current 05/01/2023 - Amended
Text:
Last 05/01/2023
Amend:

AB 1183

Holden, D

HTML

PDF

Streamlined housing projects: construction permits: notice.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/2/2023)(May be acted upon Jan 2024)

Layperson's Summary: This law requires cities and counties who use the streamlined permit process for multifamily housing developments to post signs that include information about the development proponent, the construction permit numbers, and a brief project description. This law applies to all cities, not just charter cities. There will be no reimbursement required as a result of this law. (Based on 03/14/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current 03/14/2023 - Amended
Text:
Last 03/14/2023
Amend:

AB 1250

Friedman, D

HTML

PDF

Department of Transportation: low-carbon materials.

Progress bar



Bill information

Status: 07/03/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Layperson's Summary: This bill requires the Transportation Agency, which is part of the state government and supervised by the Secretary of Transportation, to submit a report to the Legislature discussing the global warming potential of materials used in state transportation projects, as well as alternatives with lower carbon emissions. It also requires the Department of Transportation to report annually to the Legislature on the department's progress in meeting the benchmarks. Additionally, by July 1, 2024, the department needs to require bidders on projects to submit an environmental product declaration for the concrete and asphalt used, and develop language for a model performance-based bid specification with a global warming potential benchmark for those materials. (Based on 07/03/2023 text)

Location: 06/07/2023 - Senate TRANS.
Current 05/19/23 [A Floor Analysis](#) (text 03/16/23)
Analysis: 05/08/23 [A Appropriations](#) (text 03/16/23)
04/14/23 [A Transportation](#) (text 03/16/23)

Current 07/03/2023 - Amended
Text:
Last 07/03/2023
Amend:

AB 1265

Gallagher, R

HTML

PDF

Transportation fuels: gasoline specifications.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/9/2023)(May be acted upon Jan 2024)

Layperson's Summary: The California Global Warming Solutions Act of 2006 puts the State Air Resources Board in charge of observing and controlling greenhouse gas emissions. It requires the state to decrease emissions to 40% less than they were in 1990 by 2030. The bill also limits the state board's power to control the pricing and availability of fuel in California. It allows for variances from certain gasoline specifications and standards in cases of refinery outages or supply interruptions. It also allows the state board to waive certain gasoline requirements and make early transitions to winter-blend gasoline if the state board determines there is a sudden or unusual increase in gasoline prices. (Based on 03/09/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR
Current Analysis: 04/14/23 [A Transportation](#) (text 03/09/23)

Current Text: 03/09/2023 - Amended
Last Amend: 03/09/2023

[AB 1277](#)
[Wallis, R](#)
[HTML](#)
[PDF](#)

Land use: housing.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill will not change existing laws that support providing housing and making it affordable for Californians. It only makes small, technical changes to the existing laws. (Based on 02/16/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR

Current Text: 02/16/2023 - Introduced

[AB 1285](#)
[Wicks, D](#)
[HTML](#)
[PDF](#)

Homeless Housing, Assistance, and Prevention program and Encampment Resolution Funding program.

Progress bar



Bill information

Status: 06/28/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

Layperson's Summary: The Homeless Housing Assistance and Prevention Program and the Encampment Resolution Funding Program are programs run by the California Interagency Council on Homelessness to help address and reduce homelessness in California. When applying for a grant through these programs, applicants must submit an action plan that is data-driven, takes into

consideration best practices, and aims to move people into permanent housing and help them maintain it. The Encampment Resolution Funding Program requires that applicants demonstrate commitment to collaboration between the Council, local jurisdictions and continuums of care, and prioritize funding applicants with large encampment populations. This bill would require cities, counties and cities and counties that use the program's funding to collaborate and make sure those being serviced through encampment resolution are prioritized for permanent housing. (Based on 06/28/2023 text)

Location: 06/20/2023 - Senate HOUSING
Current 07/06/23 [S Housing](#) (text 06/28/23)
Analysis: 06/16/23 [S Human Services](#) (text 05/01/23)
 05/15/23 [A Appropriations](#) (text 05/01/23)
 04/24/23 [A Housing And Community Development](#)
 (text 04/19/23)

Current 06/28/2023 - Amended
Text:
Last 06/28/2023
Amend:

AB 1287 **Alvarez, D** **HTML** **PDF**

Density Bonus Law: additional density bonus and incentives or concessions.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (July 5).

Layperson's Summary: The Density Bonus Law allows developers to receive higher density and other incentives on housing developments when they agree to a certain percentage of affordable housing units for lower income or very low income households. This proposed bill would require cities, counties, or cities and counties to offer an additional density bonus and 4-5 incentives or concessions if the project meets certain requirements regarding the percentage of lower income or very low income households. Furthermore, it clarifies that although the local government may still require reasonable documentation for adensity bonus, it is not allowed to require an additional study or report to be done. Lastly, the bill states that local agencies and school districts will not needing to be reimbursed by the state for the costs incurred from this law. (Based on 06/21/2023 text)

Location: 07/06/2023 - Senate APPR.
Current 06/30/23 [S Governance And Finance](#) (text 06/21/23)
Analysis: 06/15/23 [S Housing](#) (text 04/26/23)
 05/24/23 [A Floor Analysis](#) (text 04/26/23)
 05/15/23 [A Appropriations](#) (text 04/26/23)
 04/21/23 [A Natural Resources](#) (text 04/13/23)
 04/10/23 [A Housing And Community Development](#)
 (text 03/21/23)

Current 06/21/2023 - Amended
Text:
Last 06/21/2023
Amend:

AB 1295 **Friedman, D** **HTML** **PDF**

The Affordable Housing and Sustainable Communities Program: awarded projects: mapping.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/3/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Strategic Growth Council (SGC) is responsible for developing and administering the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions and support the planning and development of sustainable communities. Under this bill, the SGC must create a map of the projects awarded funds, update the map after each round of funding, and update information on the projects every 3 years. This map must include the affordable housing component of the projects awarded funding. (Based on 04/20/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current: 05/01/23 [A Appropriations](#) (text 04/20/23)
Analysis: 04/17/23 [A Housing And Community Development](#) (text 04/10/23)

Current Text: 04/20/2023 - Amended
Last Amend: 04/20/2023

AB 1307 **Wicks, D** [HTML](#) [PDF](#)

California Environmental Quality Act: noise impact: residential projects.

Progress bar



Bill information

Status: 06/26/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

Layperson's Summary: The California Environmental Quality Act (CEQA) is a California bill that requires any potential project to assess the impact it may have on the environment. This bill would specify that noise created by the occupants of the project and their guests would not count as a significant effect on the environment, and that institutions of public higher education are not required to consider alternatives to their proposed projects if certain requirements are met. This bill would go into effect immediately. (Based on 06/26/2023 text)

Location: 06/21/2023 - Senate HOUSING
Current: 07/06/23 [S Housing](#) (text 06/26/23)
Analysis: 06/19/23 [S Environmental Quality](#) (text 05/18/23)
 05/19/23 [A Floor Analysis](#) (text 05/18/23)
 05/05/23 [A Floor Analysis](#) (text 03/16/23)
 04/24/23 [A Appropriations](#) (text 03/16/23)
 04/07/23 [A Natural Resources](#) (text 03/16/23)

Current Text: 06/26/2023 - Amended
Last Amend: 06/26/2023

AB 1308 **Quirk-Silva, D** [HTML](#) [PDF](#)

Planning and Zoning Law: single-family residences: parking requirements.

Progress bar



Bill information

Status: 06/21/2023 - From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 6. Noes 2.) (June 21). Re-referred to Com. on HOUSING.

Layperson's Summary: The Planning and Zoning Law is a bill which allows counties and cities to adopt ordinances to control how buildings, structures, and land are used -- for example, for industry, business, residences, open space, etc. This bill prohibits public agencies from increasing the minimum amount of parking usually required for a single-family residence when people are remodeling, renovating, or adding to one. This bill applies to all cities in California, not just certain ones. The state pays

counties and school districts when the government orders them to do something, but this bill says the state doesn't have to pay for the things related to this bill. (Based on 03/30/2023 text)

Location: 06/21/2023 - Senate HOUSING
Current 07/06/23 [S Housing](#) (text 03/30/23)
Analysis: 06/16/23 [S Governance And Finance](#) (text 03/30/23)
05/05/23 [A Floor Analysis](#) (text 03/30/23)
05/01/23 [A Appropriations](#) (text 03/30/23)
04/17/23 [A Housing And Community Development](#) (text 03/30/23)
03/28/23 [A Local Government](#) (text 02/16/23)

Current 03/30/2023 - Amended
Text:
Last 03/30/2023
Amend:

AB 1318 **Rivas, Luz, D** **HTML** **PDF**

California Environmental Quality Act: exemption: residential projects.

Progress bar



Bill information

Status: 06/07/2023 - In committee: Set, first hearing. Hearing canceled at the request of author.

Layperson's Summary: CEQA is a law in California that require a lead agency to prepare a report to assess how a project, such as a housing construction, will impact the environment. If the lead agency decides that the project will not have a significant effect, a negative declaration is made; if revisions in the project may avoid or mitigate the effect, a mitigated negative declaration is issued. Currently, a residential project on an urbanized infill site that is not more than 4 acres in total area is exempt from CEQA requirements. This bill expands this exemption such that a project not more than 5 acres in total area would qualify for the exemption. Additionally, a lead agency approving a qualified residential project must file a notice of exemption with the Office of Planning and Research. This will impose a cost on local agencies, but the California Constitution requires that the state reimburse local agencies and school districts for these costs. This bill states that no reimbursement is required by it. (Based on 02/16/2023 text)

Location: 05/31/2023 - Senate E.Q.
Current 05/08/23 [A Appropriations](#) (text 02/16/23)
Analysis: 04/25/23 [A Local Government](#) (text 02/16/23)
04/14/23 [A Natural Resources](#) (text 02/16/23)

Current 02/16/2023 - Introduced
Text:

AB 1332 **Carrillo, Juan, D** **HTML** **PDF**

Accessory dwelling units: preapproved plans.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (July 5).

Layperson's Summary: This bill would change the current law that allows local agencies to impose standards on accessory dwelling units. It would require local agencies to develop programs for preapproval of accessory dwelling unit plans, charge an applicant a fee for preapproval, post preapproved accessory dwelling unit plans on their website, and either approve or deny an application for a permit within 30 days. It also has findings that these changes are of statewide concern, rather than a municipal affair, and will be in effect by January 1, 2025. Finally, it states that no reimbursement is required by this bill. (Based on 04/10/2023 text)

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Location: 07/06/2023 - Senate APPR.
Current 06/30/23 [S Governance And Finance](#) (text 04/10/23)
Analysis: 06/01/23 [S Housing](#) (text 04/10/23)
 05/12/23 [A Floor Analysis](#) (text 04/10/23)
 05/08/23 [A Appropriations](#) (text 04/10/23)
 04/25/23 [A Local Government](#) (text 04/10/23)
 04/17/23 [A Housing And Community Development](#)
 (text 04/10/23)

Current 04/10/2023 - Amended
Text:
Last 04/10/2023
Amend:

[AB 1333](#) [Ward, D](#) [HTML](#) [PDF](#)

Residential real property: bundled sales.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/23/2023)(May be acted upon Jan 2024)

Layperson's Summary: Existing law requires that certain rules be followed before a mortgage or deed of trust can be exercised. Until January 1 2031, the trustee cannot bundle properties into a sale but they must be put up for bid separately, unless the deed of trust or mortgage says otherwise. This bill also prohibits a developer of 1-4 dwelling units from conducting a sale of two or more properties in which they have an occupancy permit after January 1, 2024, unless the property has been owned by someone other than the developer for over a year. (Based on 03/23/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR

Current 03/23/2023 - Amended
Text:
Last 03/23/2023
Amend:

[AB 1335](#) [Zbur, D](#) [HTML](#) [PDF](#)

Local government: transportation planning and land use: sustainable communities strategy.

Progress bar



Bill information

Status: 06/22/2023 - Read second time and amended. Re-referred to Com. on TRANS.

Layperson's Summary: This bill would change regional transportation planning requirements in California by requiring designated transportation planning agencies to include more detailed information in their regional transportation plans and annual reports. Specifically, they would need to include the total number of housing units that are needed to house everyone in the region and projected 8-year population growth. Additionally, the annual reports to the Housing and Community Development Department would have to include specified information about areas identified for residential or mixed-use development. To cover any costs incurred by local agencies and school districts that are mandated by the bill, the state may reimburse these entities. (Based on 06/22/2023 text)

Location: 06/21/2023 - Senate TRANS.
Current 06/15/23 [S Housing](#) (text 06/13/23)
Analysis: 05/12/23 [A Floor Analysis](#) (text 05/11/23)
 04/21/23 [A Floor Analysis](#) (text 02/16/23)
 04/18/23 [A Appropriations](#) (text 02/16/23)

Current 06/22/2023 - Amended
Text:
Last 06/22/2023
Amend:

[AB 1348](#)
[Grayson, D](#)
[HTML](#)
[PDF](#)

State government: Controller: claims audits.

Progress bar



Bill information

Status: 06/14/2023 - Referred to Com. on G.O.

Layperson's Summary: This bill would give the Controller more authority to audit local public entities and the state to ensure all funds are being used in accordance with the law and the voters' intent. It also allows the Controller to carry out their constitutional duties and responsibilities. Any audit done must include a report with certain information that is sent to the Legislature by the end of June. Any auditees also have the opportunity for review and comment on the report. (Based on 05/18/2023 text)

Location: 06/14/2023 - Senate G.O.

Current Analysis: 07/06/23 [S Governmental Organization](#) (text 05/18/23)

05/24/23 [A Floor Analysis](#) (text 05/18/23)

05/08/23 [A Appropriations](#) (text 03/20/23)

04/17/23 [A Accountability And Administrative Review](#) (text 03/20/23)

Current Text: 05/18/2023 - Amended

Last Amend: 05/18/2023

[AB 1349](#)
[Irwin, D](#)
[HTML](#)
[PDF](#)

Electric vehicle charging station networks: data fields.

Progress bar



Bill information

Status: 07/06/2023 - In committee: Set, second hearing. Hearing canceled at the request of author.

Layperson's Summary: This bill would make the charging station infrastructure and related data more accessible to third-party software developers. Starting on June 1, 2024, people who own and operate charging stations (with the exception of those located at residential dwellings) would need to have their data available free of charge available to developers. The Energy Commission is also required to develop charging station infrastructure uptime recordkeeping and reporting standards, and to biennially assess the uptime of charging station infrastructure. These provisions will remain in effect until January 1, 2035. (Based on 06/05/2023 text)

Location: 06/13/2023 - Senate E. U., & C.

Current Analysis: 06/09/23 [S Transportation](#) (text 06/05/23)

04/25/23 [A Committee On Utilities And Energy](#) (text 04/19/23)

04/14/23 [A Transportation](#) (text 03/16/23)

Current Text: 06/05/2023 - Amended

Last Amend: 06/05/2023

[AB 1353](#)
[Quirk-Silva, D](#)
[HTML](#)
[PDF](#)

Housing.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2023)(May be acted upon Jan 2024)

Layperson's Summary: The State Housing Law is a law that sets up guidelines for buildings meant for people to live in. It makes sure that these buildings meet certain standards for construction and occupancy. To make sure these rules are followed, every city and county has its own building department, which enforces the provisions of the State Building Standards Code, the State Housing Law, and other regulations. This bill makes small changes to the State Housing Law to make it easier to understand. (Based on 02/16/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR

Current Text: 02/16/2023 - Introduced

AB 1377
Friedman, D
HTML
PDF

Homeless Housing, Assistance, and Prevention Program: Round 3.

Progress bar



Bill information

Status: 06/20/2023 - From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 5. Noes 0.) (June 19). Re-referred to Com. on HOUSING.

Layperson's Summary: This law provides grants for cities, counties and tribes to help address homelessness in their regions. It requires them to provide information yearly to track their outcomes and progress. This bill would also require applicants to provide data and a narrative summary of steps they are taking to help people who are experiencing homelessness or are at risk of homelessness on public transportation systems. (Based on 06/12/2023 text)

Location: 06/20/2023 - Senate HOUSING

Current Text: 06/12/2023 - Amended

Current Analysis: 07/06/23 [S Housing](#) (text 06/12/23)

06/16/23 [S Human Services](#) (text 06/12/23)

05/08/23 [A Appropriations](#) (text 04/13/23)

04/10/23 [A Housing And Community Development](#) (text 03/09/23)

Last Amend: 06/12/2023

AB 1379
Papan, D
HTML
PDF

Open meetings: local agencies: teleconferences.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/23/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Ralph M Brown Act, as it's called, is a law which states that all meetings held by legislative bodies must be open and public, with exceptions. It also says that for teleconferences, agendas must be posted at all teleconference locations, and each location must be accessible to the public. There is also a requirement that during a teleconference at least a quorum of

the members must be participating from locations within the boundaries of where the local agency has jurisdiction. This bill would change some of these requirements - only one designated physical location would need to have the agenda posted, removing the other requirements. There will also be more exceptions, such as allowing members to participate remotely more than twice per year, as well as making more activities qualify as "just cause" for remote participation. To ensure that these changes still meet the California Constitution's requirements for public access, this bill also makes legislative findings to that effect. (Based on 03/23/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current Text: 03/23/2023 - Amended

Last Amend: 03/23/2023

AB 1385 **Garcia, D** **HTML** **PDF**

Riverside County Transportation Commission: transaction and use tax.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass. (Ayes 6. Noes 2.) (July 5).

Layperson's Summary: Riverside County Transportation Commission currently has permission from the state to impose a transactions and use tax for transportation purposes. To impose the tax, they need approval of 2/3rds of the voters. The maximum rate they can impose is 1%. This new bill would raise the maximum rate the commission can impose to 15%. The bill also includes some special finding and declarations related to the commission in Riverside County. (Based on 03/23/2023 text)

Location: 06/28/2023 - Senate GOV. & F.

Current Text: 03/23/2023 - Amended

Analysis: 06/30/23 [S Governance And Finance](#) (text 03/23/23)
 06/23/23 [S Transportation](#) (text 03/23/23)
 05/05/23 [A Floor Analysis](#) (text 03/23/23)
 05/02/23 [A Local Government](#) (text 03/23/23)

Last Amend: 03/23/2023

AB 1401 **Garcia, D** **HTML** **PDF**

Low Carbon Fuel Standard regulations: alternative diesel fuel regulations.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/9/2023)(May be acted upon Jan 2024)

Layperson's Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to reduce greenhouse gas emissions to reduce them by at least 40% below a defined limit by 2030. As part of this, the state board must also adopt a Low Carbon Fuel Standard and revise regulations to allow for diesel fuel containing up to 20% biodiesel by volume. (Based on 03/13/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current Text: 03/13/2023 - Amended

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Last 03/13/2023
Amend:

AB 1409 Lowenthal, D HTML PDF

Planning and zoning: zoning regulations.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023)(May be acted upon Jan 2024)

Layperson's Summary: This law allows city and county governments to make rules (known as "zoning ordinances") about how buildings, structures, and land can be used. These rules must be consistent with the county or city's overall plan, and any resident or property owner who disagrees with the rules can take the city or county to court. This bill only makes small changes to the existing law. (Based on 02/17/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR

Current Text: 02/17/2023 - Introduced

AB 1418 McKinnor, D HTML PDF

Tenancy: local regulations: contact with law enforcement or criminal convictions.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (July 6). Re-referred to Com. on APPR.

Layperson's Summary: This bill prevents local governments from punishing people like landlords and tenants for calling the police, especially if it is a victim of abuse or a crime. The law would also not allow landlords to evict people just because of their association with someone who was in contact with law enforcement or had a criminal conviction. The law also enforces that any city or charter city must comply with this bill or they will be punished. Finally, the California Constitution requires that the state be reimbursed for certain cost imposed by the state which would be established by the bill. (Based on 04/12/2023 text)

Location: 07/06/2023 - Senate APPR.

Current Text: 04/12/2023 - Amended

Current Analysis: 07/03/23 [S Judiciary](#) (text 04/12/23)
05/19/23 [A Floor Analysis](#) (text 04/12/23)
05/01/23 [A Appropriations](#) (text 04/12/23)
04/07/23 [A Judiciary](#) (text 02/17/23)

Last Amend: 04/12/2023

AB 1431 Zbur, D HTML PDF

Housing: the California Housing Security Act.

Progress bar

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/23/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill establishes the California Housing Security Program to reduce housing insecurity for eligible Californians. It would create a two-year pilot program in up to four counties which would provide a subsidy of up to \$2000 a month to help with rental costs and prevent homelessness. It would be open to undocumented persons who qualify and would not be considered income for other public assistance programs. The department must report on the program to the legislature at the end of two years. (Based on 03/23/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current Text: 03/23/2023 - Amended
Last Amend: 03/23/2023

[AB 1439](#) [Garcia, D](#) [HTML](#) [PDF](#)

Low-income housing tax credit: farmworker housing.

Progress bar



Bill information

Status: 07/03/2023 - In committee: Referred to APPR suspense file.

Layperson's Summary: This bill would modify an existing law that provides procedures and requirements for allocating state insurance personal income and corporation taxes as a low-income housing credit to eligible projects, increasing the total annual amount for the credit to \$70000000. This bill would require the California Tax Credit Allocation Committee (CTCAC) to amend the regulatory scoring system to award 10 points to farmworker housing projects, as well as additional 5 points in the category for amenities, in order to increase production and contain costs. The bill would take effect immediately as a tax levy, and requires the approval of 2/3 of the members of each house of the Legislature for passage. (Based on 05/01/2023 text)

Location: 07/03/2023 - Senate APPR. SUSPENSE FILE

Current Analysis: 06/30/23 [S Appropriations](#) (text 05/01/23)
 06/15/23 [S Housing](#) (text 05/01/23)
 05/19/23 [A Floor Analysis](#) (text 05/01/23)
 05/08/23 [A Appropriations](#) (text 05/01/23)
 04/24/23 [A Housing And Community Development](#) (text 03/23/23)
 04/07/23 [A Revenue And Taxation](#) (text 03/23/23)

Current Text: 05/01/2023 - Amended
Last Amend: 05/01/2023

[AB 1449](#) [Alvarez, D](#) [HTML](#) [PDF](#)

Affordable housing: California Environmental Quality Act: exemption.

Progress bar



Bill information

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Status: 06/21/2023 - From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 6. Noes 0.) (June 21). Re-referred to Com. on HOUSING.

Layperson's Summary: The California Environmental Quality Act (CEQA) is a law that requires a lead agency, such as a public agency, to prepare environmental documents for a project that may have a significant effect on the environment. The bill states that until 2033, public agencies related to affordable housing projects will be exempt from following this law if certain requirements are met. The lead agency must also file a notice of exemption with the Office of Planning and Research and the county clerk of each county in which the project is located. The state must also reimburse local agencies and school districts for any costs incurred due to this bill; however, this bill has specified that no reimbursement is required. (Based on 05/01/2023 text)

Location: 06/21/2023 - Senate HOUSING

Current 07/06/23 [S Housing](#) (text 05/01/23)

Analysis: 06/19/23 [S Environmental Quality](#) (text 05/01/23)
05/12/23 [A Floor Analysis](#) (text 05/01/23)
05/08/23 [A Appropriations](#) (text 05/01/23)
04/24/23 [A Housing And Community Development](#) (text 04/19/23)
04/14/23 [A Natural Resources](#) (text 03/23/23)
04/07/23 [A Natural Resources](#) (text 03/23/23)

Current Text: 05/01/2023 - Amended

Last Amend: 05/01/2023

[AB 1455](#) [Papan, D](#) [HTML](#) [PDF](#)

Housing.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023)(May be acted upon Jan 2024)

Layperson's Summary: The State Housing Law outlines rules and regulations that must be enforced by local government building departments regarding the construction and occupancy of buildings used for human habitation. This bill would make slight changes to the provision naming the State Housing Law. (Based on 02/17/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR

Current Text: 02/17/2023 - Introduced

[AB 1461](#) [Patterson, Jim, R](#) [HTML](#) [PDF](#)

California Advanced Services Fund: Federal Funding Account.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/26/2023)(May be acted upon Jan 2024)

Layperson's Summary: In California, the Public Utilities Commission is responsible for regulating public utilities, like telephone companies. One of their responsibilities is to oversee the California Advanced Services Fund, which tries to encourage the deployment of high-quality communications services to all Californians. This fund has an account called the Federal Funding Account, which is meant for the construction of last-mile broadband infrastructure in rural or urban counties. This bill would tweak the provisions of this account to require the commission to immediately implement a program upon the allocation of moneys for the account

and also allocate \$1 billion separately for projects in rural and urban counties for the \$2 billion in the Budget Act of 2021 for last-mile broadband infrastructure. (Based on 02/17/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current 04/24/23 [A Appropriations](#) (text 02/17/23)
Analysis: 03/27/23 [A Communications And Conveyance](#) (text 02/17/23)

Current 02/17/2023 - Introduced
Text:

AB 1474 **Reyes, D** **HTML** **PDF**

California Statewide Housing Plan.

Progress bar



Bill information

Status: 06/29/2023 - From Consent Calendar. Ordered to third reading.

Layperson's Summary: Existing law also requires the department to consider why veterans experience difficulty in accessing affordable housing. This law establishes a Statewide Housing Plan that is designed to provide housing assistance to a variety of population groups (like the elderly, disabled, and other specific population groups). This bill would add veterans to that list and require the Department to consult with the Department of Veteran's Affairs and consider the difficulties veterans experience in accessing affordable housing. (Based on 03/09/2023 text)

Location: 06/29/2023 - Senate THIRD READING
Current 06/29/23 [S Floor Analyses](#) (text 03/09/23)
Analysis: 06/28/23 [S Floor Analyses](#) (text 03/09/23)
06/01/23 [S Housing](#) (text 03/09/23)
04/24/23 [A Appropriations](#) (text 03/09/23)
04/10/23 [A Housing And Community Development](#) (text 03/09/23)

Current 03/09/2023 - Amended
Text:
Last 03/09/2023
Amend:

AB 1475 **Fong, Vince, R** **HTML** **PDF**

Transportation Agency: performance dashboard.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill establishes the Transportation Agency which has the power to oversee state entities. It requires the agency to create an online dashboard that provides metrics, budget and operational information for every project overseen by the Department of Transportation. They need to update this dashboard every quarter and they are allowed to partner with other state or local agencies to get all the necessary data. (Based on 04/10/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current 05/08/23 [A Appropriations](#) (text 04/10/23)
Analysis: 04/14/23 [A Transportation](#) (text 04/10/23)

Current 04/10/2023 - Amended
Text:

Last 04/10/2023

Amend:

AB 1485
Haney, D
HTML
PDF

Housing element: enforcement: Attorney General.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 2.) (July 6). Re-referred to Com. on APPR.

Layperson's Summary: The Planning and Zoning Law requires every county and city to have a plan for physical development that includes a housing element. The Department of Housing and Community Development and the Attorney General's office may intervene in any legal action that addresses violations of certain housing laws, such as the Housing Accountability Act, the Density Bonus Law, and the Housing Crisis Act of 2019. This bill would give both the department and the attorney general an unconditional right to intervene in any legal action about violations of those laws. (Based on 03/28/2023 text)

Location: 07/06/2023 - Senate APPR.

Current 07/03/23 S Judiciary (text 03/28/23)

Analysis: 06/15/23 S Housing (text 03/28/23)
05/12/23 A Floor Analysis (text 03/28/23)
05/08/23 A Appropriations (text 03/28/23)
04/14/23 A Judiciary (text 03/28/23)
04/10/23 A Housing And Community Development (text 03/28/23)

Current 03/28/2023 - Amended

Text:

Last 03/28/2023

Amend:

AB 1488
Wallis, R
HTML
PDF

California Environmental Quality Act: environmental leadership development projects: water storage, water conveyance, and groundwater recharge projects: streamlined review.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/9/2023)(May be acted upon Jan 2024)

Layperson's Summary: The California Environmental Quality Act (CEQA) is a law that requires authorities to investigate and report on any project that could potentially have a significant effect on the environment. It also sets up a system for people to appeal the decisions made. The Jobs and Economic Improvement Through Environmental Leadership Act of 2021 makes it so some projects can receive special streamlining benefits and would be extended to water storage projects, water conveyance projects, and groundwater recharge projects that provide public benefits and drought preparedness. This bill also states that no reimbursements are required for the costs mandated by the state. (Based on 03/23/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current 03/23/2023 - Amended

Text:

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Last 03/23/2023

Amend:

AB 1490
Lee, D
HTML
PDF

Affordable housing development projects: adaptive reuse.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (July 5).

Layperson's Summary: This bill would make changes to the existing law that require funding priority to be given to adaptive reuse projects under the Multifamily Housing Program. It would also impose certain design review standards on local agencies for these projects. For the Housing Accountability Act, housing development projects must meet certain standards to be considered compliant and would be deemed compliant if there is substantial evidence that it is consistent with the standards. The bill also requires all local sources of funding that can be used for the development of affordable housing to include adaptive reuse as an eligible project and would make sure local agencies cannot prohibit or exclude such projects. Finally, the bill ensures that costs mandated by the state for this program will be reimbursed. (Based on 06/27/2023 text)

Location: 07/06/2023 - Senate APPR.

Current Analysis: 06/30/23 [S Governance And Finance](#) (text 06/27/23)

- 06/15/23 [S Housing](#) (text 05/01/23)
- 05/19/23 [A Floor Analysis](#) (text 05/01/23)
- 05/15/23 [A Appropriations](#) (text 05/01/23)
- 04/25/23 [A Local Government](#) (text 04/10/23)
- 04/17/23 [A Housing And Community Development](#) (text 04/10/23)

Current Text: 06/27/2023 - Amended

Last Amend: 06/27/2023

AB 1504
McCarty, D
HTML
PDF

Planning and zoning: electric vehicle charging infrastructure: public right-of-way.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill sets out requirements for the review and approval of applications to install electric vehicle charging stations. It states that cities, counties, and cities and counties must administratively approve such applications, and they are only allowed to deny them if they have written findings that the proposed installation would have a specific adverse effect on public health or safety and no way to avoid it. The bill also requires local agencies to create a plan for installing electric vehicle charging stations in public right-of-way and outlines a permitting process for them. Additionally, it states that the Energy Commission must prepare a statewide assessment of the electric vehicle charging infrastructure needed to meet the state's goals of having 5 million zero-emission vehicles by 2030 and reducing emissions to 40% below 1990 levels by 2030. Finally, it requires reimbursement form the state for any costs the bill creates for local agencies and schools. (Based on 04/11/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR

Current Analysis: 05/15/23 [A Appropriations](#) (text 04/11/23)

Analysis: 04/21/23 [A Transportation](#) (text 04/11/23)

Current Text: 04/11/2023 - Amended

Last Amend:

04/18/23 [A Local Government](#) (text 04/11/23)

Last Amend: 04/11/2023

AB 1508
Ramos, D
HTML
PDF

Department of Housing and Community Development: California Statewide Housing Plan.

Progress bar



Bill information

Status: 07/03/2023 - In committee: Referred to APPR suspense file.

Layperson's Summary: The existing law in California has the Statewide Housing Plan to make sure everyone in the state has access to affordable housing. The State has to update the plan and send it to the Legislature every four years. Starting in 2023, the plan will need to also include an analysis of policies and programs that help first-time home buyers become homeowners, recommendations for ways to increase those opportunities, and an evaluation of the demographic disparities in homeownership within the state. The Department of Housing and Community Development is responsible for creating the plan, and they may consult with the California Housing Finance Agency or other relevant state agencies. (Based on 04/10/2023 text)

Location: 07/03/2023 - Senate APPR. SUSPENSE FILE

- Current Analysis:**
- 06/30/23 [S Appropriations](#) (text 04/10/23)
 - 06/15/23 [S Housing](#) (text 04/10/23)
 - 05/26/23 [A Floor Analysis](#) (text 04/10/23)
 - 05/19/23 [A Floor Analysis](#) (text 04/10/23)
 - 05/01/23 [A Appropriations](#) (text 04/10/23)
 - 04/17/23 [A Housing And Community Development](#) (text 04/10/23)

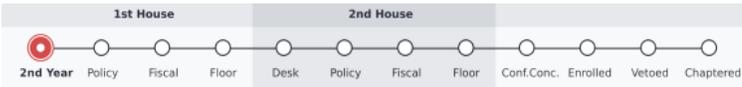
Current Text: 04/10/2023 - Amended

Last Amend: 04/10/2023

AB 1515
Papan, D
HTML
PDF

Planning and zoning.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Planning and Zoning Law is a law in California that makes declarations of how important land is to the state's economy, environment, and people. It states that the land must be preserved and used in ways that are beneficial to the people in California. This bill would make some small changes to this law that would not change its main purpose. (Based on 02/17/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR

Current Text: 02/17/2023 - Introduced

AB 1525
Bonta, D
HTML
PDF

Transportation projects: priority populations.

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

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Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Transportation Agency consists of several government organizations that are supervised by the Secretary of Transportation. This bill would require the agency and its departments to develop criteria and an evaluation process to measure how projects funded will benefit priority populations. It would also require a report to the legislature to provide an evaluation and require 60% of money allocated for projects outside of administration costs be allocated for projects that provide direct meaningful and assure benefits for priority populations. (Based on 04/19/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current Analysis: 05/15/23 [A Appropriations](#) (text 04/19/23)
04/21/23 [A Transportation](#) (text 04/19/23)

Current Text: 04/19/2023 - Amended
Last Amend: 04/19/2023

[AB 1554](#) [Patterson, Joe, R](#) [HTML](#) [PDF](#)

California Environmental Quality Act: exemption: wildfire fuels reduction projects.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/9/2023)(May be acted upon Jan 2024)

Layperson's Summary: CEQA is a law in California that requires an environmental impact report to be prepared and certified on any project that may have an effect on the environment. The law also requires a mitigated negative declaration if revisions to the project may avoid or reduce the effect. This bill would provide an exemption from CEQA for any project that reduces fuels in high risk fire hazard zones. However, the bill would stipulate that no reimbursement by the state is required for the project. (Based on 02/17/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR
Current Analysis: 04/21/23 [A Natural Resources](#) (text 02/17/23)

Current Text: 02/17/2023 - Introduced

[AB 1587](#) [Ting, D](#) [HTML](#) [PDF](#)

Financial transactions: firearms merchants: merchant category code.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 5. Noes 2.) (July 5). Re-referred to Com. on JUD. From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on JUD.

Layperson's Summary: This bill in California requires payment card networks to make the International Organization for Standardization merchant category code for firearms and ammunition businesses available by July 1 2024. It also requires merchant acquirers to assign that code to a firearms merchant beginning March 1 2025. If this code isn't available, the Attorney General can bring a civil action. If a person or entity is found to have violated these provisions, the court can award relief and a civil penalty of \$10,000 for each violation. (Based on 07/06/2023 text)

Location: 06/21/2023 - Senate JUD.
Current Analysis: 07/03/23 [S Banking And Financial Institutions](#) (text 06/13/23)
 05/19/23 [A Floor Analysis](#) (text 04/17/23)
 05/08/23 [A Appropriations](#) (text 04/17/23)
 04/24/23 [A Housing And Community Development](#) (text 04/17/23)

Current Text: 07/06/2023 - Amended
Last Amend: 07/06/2023

[AB 1607](#) [Carrillo, Wendy, D](#) [HTML](#) [PDF](#)

Los Angeles County Affordable Housing Solutions Agency.

Progress bar



Bill information

Status: 07/05/2023 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.

Layperson's Summary: The Los Angeles County Regional Housing Finance Act established the Los Angeles County Affordable Housing Solutions Agency to increase the supply of affordable housing in the County of Los Angeles. This bill would authorize the Agency to transfer a portion of the revenue raised by a tax measure to the County of Los Angeles for programs that provide supports and services to prevent and combat homelessness. It would also limit the Agency's jurisdiction to prevent it from performing or undertaking any functions related to supports and services provided to people experiencing homelessness. This bill would also require the Agency's governing board to set an annual expenditure plan for housing revenue. (Based on 07/05/2023 text)

Location: 06/21/2023 - Senate GOV. & F.
Current Analysis: 06/15/23 [S Housing](#) (text 04/20/23)
 05/19/23 [A Floor Analysis](#) (text 04/20/23)
 05/08/23 [A Appropriations](#) (text 04/20/23)
 04/25/23 [A Local Government](#) (text 04/20/23)
 04/17/23 [A Housing And Community Development](#) (text 04/11/23)

Current Text: 07/05/2023 - Amended
Last Amend: 07/05/2023

[AB 1626](#) [McCarty, D](#) [HTML](#) [PDF](#)

Transportation electrification: fleet data.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill requires the State Energy Resources Conservation and Development Commission (Energy Commission) to collect data from state agencies and share it with electrical corporations and local publically owned electric utilities to help inform

electrical grid planning efforts. It also requires the Energy Commission to collect data that would allow relevant agencies to estimate the total anticipated hydrogen fueling demand and share the aggregated data with developers of publicly available hydrogen fueling stations. It requires that the data shared with electrical corporations and local publically owned electric utilities, as well as the data shared with developers of publicly available hydrogen fueling stations, not be disclosed to third parties. The bill also makes findings to ensure access to the meetings of public bodies and writings of public officials and agencies. (Based on 04/17/2023 text)

Location: 05/19/2023 - Assembly 2 YEAR
Current 05/15/23 [A Appropriations](#) (text 04/17/23)
Analysis: 04/21/23 [A Transportation](#) (text 04/17/23)
04/11/23 [A Committee On Utilities And Energy](#) (text 02/17/23)

Current 04/17/2023 - Amended
Text:
Last 04/17/2023
Amend:

AB 1630 **Garcia, D** [HTML](#) [PDF](#)

Planning and zoning: housing development approvals: student housing projects.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/9/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Student Housing Crisis Act of 2023 is a bill that provides a streamlined ministerial approval process for certain housing developments near universities. It requires that 20% of the units in the development be rented by students or faculty and staff of the university and imposes restrictions, including prohibiting the local government from imposing certain restrictions, such as minimum automobile parking requirements. The bill also requires certain deed restrictions to ensure at least 20% of the units are affordable to lower income households. This bill expands the exemption for ministerial approval of projects under the California Environmental Quality Act. It further applies to all cities including charter cities and does not require reimbursement for mandated costs. (Based on 03/21/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current 03/21/2023 - Amended
Text:
Last 03/21/2023
Amend:

AB 1632 **Quirk-Silva, D** [HTML](#) [PDF](#)

Planning and zoning: zoning regulations: nonconventional single-family residential dwellings.

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Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/23/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill requires cities and counties to allow the installation of certain manufactured homes on lots zoned for residential dwellings and to treat them the same as a single-family home regarding development standards. It further prohibits a city or county from imposing requirements for a roof overhang on nonconventional single-family homes unless the same

size requirements are imposed on a conventional single-family dwelling on the same lot. The bill also established that reimbursement from the state of California is not required for this bill. (Based on 03/23/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current Text: 03/23/2023 - Amended
Last Amend: 03/23/2023

[AB 1633](#) [Ting, D](#) [HTML](#) [PDF](#)

Housing Accountability Act: disapprovals: California Environmental Quality Act.

Progress bar



Bill information

Status: 06/21/2023 - From committee: Do pass and re-refer to Com. on E.Q. (Ayes 11. Noes 0.) (June 20). Re-referred to Com. on E.Q.

Layperson's Summary: The Housing Accountability Act requires local agencies to make certain findings before disapproving a housing development project. The California Environmental Quality Act requires a lead agency to create an environmental impact report for a project that may have a significant effect on the environment. This new bill adds to the list of circumstances where a local agency must make a written finding by including any instance in which a local agency fails to make a determination of whether the project is exempt from CEQA, commits an abuse of discretion, or fails adopt, approve, or certify an environmental document. The bill also states that if a local agency doesn't do this within 90 days of receiving the application then it will be considered a final decision and can be enforced. The state is not required to reimburse local agencies or school districts for the costs of complying with this bill. (Based on 04/27/2023 text)

Location: 06/21/2023 - Senate E.Q.

Current Analysis: 06/15/23 [S Housing](#) (text 04/27/23)
05/19/23 [A Floor Analysis](#) (text 04/27/23)
05/15/23 [A Appropriations](#) (text 04/27/23)
04/24/23 [A Natural Resources](#) (text 04/18/23)
04/21/23 [A Natural Resources](#) (text 04/18/23)
04/10/23 [A Housing And Community Development](#) (text 02/17/23)

Current Text: 04/27/2023 - Amended
Last Amend: 04/27/2023

[AB 1637](#) [Irwin, D](#) [HTML](#) [PDF](#)

Local government: internet websites and email addresses.

Progress bar



Bill information

Status: 06/29/2023 - Read second time and amended. Re-referred to Com. on APPR. (Amended 6/29/2023)

Layperson's Summary: This bill covers a matter of statewide concern - all cities (including charter cities) are required to: 1) ensure that internet websites and email addresses utilize a "gov" or "cagov" domain name and, if necessary, redirect noncompliant websites to a domain name that does; 2) follow the California Public Records Act to make public records available for inspection. If the Commission on State Mandates determines that the bill contains costs mandated by the state, it requires local agencies and school districts be reimbursed according to the statutes provided. (Based on 06/29/2023 text)

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Location: 06/28/2023 - Senate APPR.
Current 06/23/23 [S Governance And Finance](#) (text 05/18/23)
Analysis: 05/24/23 [A Floor Analysis](#) (text 05/18/23)
 05/15/23 [A Appropriations](#) (text 04/27/23)
 04/24/23 [A Privacy And Consumer Protection](#) (text 03/16/23)
 04/24/23 [A Privacy And Consumer Protection](#) (text 03/16/23)
 04/18/23 [A Local Government](#) (text 03/16/23)

Current 06/29/2023 - Amended
Text:
Last 06/29/2023
Amend:

[AB 1654](#) [Addis, D](#) [HTML](#) [PDF](#)

City streets and highways.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would make small changes to the law which allows city governments to make 'freeways' out of streets or highways within their jurisdiction - these freeways could involve constructing new roads or changing an existing road. (Based on 02/17/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR

Current 02/17/2023 - Introduced
Text:

[AB 1657](#) [Wicks, D](#) [HTML](#) [PDF](#)

The Affordable Housing Bond Act of 2024.

Progress bar



Bill information

Status: 06/21/2023 - From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 9. Noes 2.) (June 20). Re-referred to Com. on GOV. & F.

Layperson's Summary: This bill would create the Affordable Housing Bond Act of 2024 which if adopted would authorize the State to issue \$10,000,000,000 in bonds. This money would be used to finance programs that provide assistance for emergency housing, multifamily housing, farmworker housing, and home ownership for very low and low-income households and money for first-time home buyers. This bond act would be submitted to the voters at the March 5, 2024 statewide general election and if passed would take effect immediately. (Based on 04/17/2023 text)

Location: 06/21/2023 - Senate GOV. & F.

Current 06/15/23 [S Housing](#) (text 04/17/23)
Analysis: 05/19/23 [A Floor Analysis](#) (text 04/17/23)
 05/08/23 [A Appropriations](#) (text 04/17/23)
 04/24/23 [A Housing And Community Development](#) (text 04/17/23)

Current 04/17/2023 - Amended
Text:
Last 04/17/2023
Amend:

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

California Environmental Quality Act: population growth and noise impacts: housing projects.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/9/2023)(May be acted upon Jan 2024)

Layperson's Summary: The California Environmental Quality Act (CEQA) is a law that requires agencies to prepare an environmental impact report and other documents if a project they are approving could have a significant effect on the environment. The law also requires an agency to prepare a mitigated negative declaration if they can avoid or mitigate the effects of the project. This bill further specifies that population growth and noise impacts of a housing project are not effects on the environment that need to be considered. (Based on 02/17/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR **Current Text:** 02/17/2023 - Introduced

Active Transportation Program.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill affects the Active Transportation Program, which provides money to encourage people to bike and walk more instead of using cars. This bill does not make any major changes to the program, but is just making some minor improvements. (Based on 02/17/2023 text)

Location: 05/05/2023 - Assembly 2 YEAR **Current Text:** 02/17/2023 - Introduced

Local agencies: federal funds: reports.

Progress bar



Bill information

Status: 07/05/2023 - VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)

Layperson's Summary: This bill would require a local agency that receives federal funds to submit a written report detailing how the funds have been spent and how the remaining funds will be spent by the expiration date. State-mandated local programs and the findings of statewide concern proposed by this bill would apply to all cities, including charter cities. If the Commission on State Mandates

determines the bill's cost to the state, the state will reimburse the saved funds to the local agencies according to statutory provisions. (Based on 06/19/2023 text)

Location: 07/05/2023 - Senate APPR.
Current 06/30/23 [S Governance And Finance](#) (text 06/19/23)
Analysis: 05/24/23 [A Floor Analysis](#) (text 05/18/23)
05/09/23 [A Appropriations](#) (text 04/25/23)
04/17/23 [A Accountability And Administrative Review](#)
(text 03/23/23)

Current 06/19/2023 - Amended
Text:
Last 06/19/2023
Amend:

AB 1714 **Wood, D** **HTML** **PDF**

Public utilities: broadband service providers.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was C. & C. on 3/9/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would expand the definition of "public utility" to include corporations providing broadband service. This means that the requirements imposed on public utilities by the Public Utilities Act would also apply to these corporations. It also means a violation of the act by these corporations would be a crime. The state is normally required to reimburse local agencies and school districts for any costs related to this, but this bill would waive that requirement. (Based on 02/17/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current 02/17/2023 - Introduced
Text:

AB 1734 **Jones-Sawyer, D** **HTML** **PDF**

Local Government: Surplus Land Act: exemptions.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 8. Noes 0.) (July 5). Re-referred to Com. on HOUSING.

Layperson's Summary: Under existing law, local agencies must follow certain procedures when disposing of surplus land, such as providing notice. This bill would reduce the required procedures if the land is being disposed of for certain purposes, such as emergency shelters, supportive housing, transitional housing, or affordable housing. The local agency must meet certain requirements, and submit an annual report to the Department of Housing and Community Development. A violation of these provisions can lead to civil penalties. (Based on 04/20/2023 text)

Location: 07/06/2023 - Senate HOUSING
Current 07/06/23 [S Housing](#) (text 04/20/23)
Analysis: 06/30/23 [S Governance And Finance](#) (text 04/20/23)
06/23/23 [S Governance And Finance](#) (text 04/20/23)
05/19/23 [A Floor Analysis](#) (text 04/20/23)
05/09/23 [A Appropriations](#) (text 04/20/23)
04/25/23 [A Local Government](#) (text 04/20/23)

Current 04/20/2023 - Amended
Text:
Last 04/20/2023
Amend:

AB 1737

Bauer-Kahan, D

HTML

PDF

Local government: zoning and planning.

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Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/23/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Planning and Zoning Law makes it possible for people to apply to build a housing development somewhere that would normally be used for office, retail, or parking. If the development meets certain requirements, it would be exempt from the California Environmental Quality Act, meaning it won't need extra review. The state may be required to reimburse local agencies for the costs of this development, but this bill says that's not needed. (Based on 03/23/2023 text)

Location: 04/28/2023 - Assembly 2 YEAR

Current Text: 03/23/2023 - Amended

Last Amend: 03/23/2023

ABX1 1

Ting, D

HTML

PDF

Oil refineries: maintenance.

Progress bar



Bill information

Status: 12/06/2022 - From printer.

Layperson's Summary: This law requires oil refineries in California to submit plans to the Division of Occupational Safety and Health on when they will shut down to do maintenance and repairs. It also expresses the desire of the state that only one refinery should have scheduled maintenance at a time so as to ensure public safety. (Based on 12/05/2022 text)

Location: 12/05/2022 - Assembly PRINT

Current Text: 12/05/2022 - Introduced

ABX1 2

Fong, Vince, R

HTML

PDF

Motor Vehicle Fuel Tax Law: suspension of tax.

Progress bar



Bill information

Status: 12/06/2022 - From printer.

Layperson's Summary: This bill would suspend the tax on motor vehicle fuels for one year. It also requires that the savings from the tax suspension be passed on to end consumers, or else it will be considered an unfair business practice. Besides that, it also would require sellers of motor vehicle fuels to give a receipt to the purchaser showing how much the tax would have been. Finally, the bill would transfer a certain amount of money from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund, and it would take effect immediately. (Based on 12/05/2022 text)

Location: 12/05/2022 - Assembly PRINT

Current Text: 12/05/2022 - Introduced

[ACA 1](#) [Aguiar-Curry, D](#) [HTML](#) [PDF](#)

Local government financing: affordable housing and public infrastructure: voter approval.

Progress bar



Bill information

Status: 05/31/2023 - Re-referred to Com. on L. GOV.

Layperson's Summary: This measure would allow for local governments in California to impose or increase taxes, such as a sales and use tax or a parcel tax, to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing. It would also permit the local governments to incur bonded indebtedness, with the approval of 55% of the voters, for the same purposes. This measure would replace the requirement of 2/3 of the voters' approval and would be applicable to any proposition for the incurrence of indebtedness submitted at the same election as this measure. (Based on 05/30/2023 text)

Location: 05/26/2023 - Assembly L. GOV.

Current Text: 05/30/2023 - Amended
Last Amend: 05/30/2023

[ACA 10](#) [Haney, D](#) [HTML](#) [PDF](#)

Fundamental human right to housing.

Progress bar



Bill information

Status: 06/07/2023 - Coauthors revised. From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 6. Noes 2.) (June 7). Re-referred to Com. on APPR.

Layperson's Summary: The California Constitution provides individuals certain personal rights, such as the right to pursue safety, happiness, and privacy. This measure would recognize everyone in California's right to adequate housing, and it would make it the responsibility of both the state and local governments to ensure this right is respected, protected, and maintained. (Based on 03/06/2023 text)

Location: 06/07/2023 - Assembly APPR.

Current Text: 03/06/2023 - Introduced

Current Analysis: 06/05/23 [A Housing And Community Development](#) (text 03/06/23)

Planning and zoning: housing development: higher education institutions and religious institutions.

Progress bar



Bill information

Status: 06/30/2023 - Read second time and amended. Re-referred to Com. on NAT. RES.

Layperson's Summary: This bill would make it easier for developers to get approval for housing development projects built by or for an independent institution of higher education or religious institution. The project must have a certain percentage of affordable units for lower-income, moderate-income, and staff housing. The bill also states local governments cannot impose parking requirements for projects located within half a mile of public transit or one block of a car share vehicle. There is a streamlined ministerial approval process and if the development satisfies specified objective planning standards, then it is eligible for the ministerial approval process. The bill also states that local governments cannot use design review to inhibit, chill, or preclude the project from being approved. (Based on 06/30/2023 text)

Location: 06/28/2023 - Assembly NAT. RES.
Current Analysis: 06/26/23 [A Housing And Community Development](#) (text 05/18/23)
 05/23/23 [S Floor Analyses](#) (text 05/18/23)
 05/18/23 [S Appropriations](#) (text 03/28/23)
 05/14/23 [S Appropriations](#) (text 03/28/23)
 04/21/23 [S Governance And Finance](#) (text 03/28/23)
 03/20/23 [S Housing](#) (text 02/22/23)

Current Text: 06/30/2023 - Amended
Last Amend: 06/30/2023

Motor Vehicle Fuel Tax Law: limitation on adjustment.

Progress bar



Bill information

Status: 05/03/2023 - May 3 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2.) Reconsideration granted.

Layperson's Summary: The Motor Vehicle Fuel Tax Law administered by the California Department of Tax and Fee Administration is a law that currently imposes a tax per gallon on motor vehicle fuel such as gasoline when it is removed from a refinery or terminal rack, when it is brought into the state, or when it is sold in the state. Currently, that tax is increased annually based on the California Consumer Price Index. This bill will limit the annual increase to a maximum of 2%, beginning on July 1, 2023. It will go into effect immediately as a tax levy. (Based on 12/05/2022 text)

Location: 01/18/2023 - Senate GOV. & F.
Current Analysis: 04/28/23 [S Governance And Finance](#) (text 12/05/22)

Current Text: 12/05/2022 - Introduced

The Homeless Housing Obligation Act.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2023)(May be acted upon Jan 2024)

Layperson's Summary: This law outlines a plan for addressing homelessness by requiring all cities and counties to ensure that homeless individuals have access to housing opportunities. This means by January 1 2030, each city and county must have a housing obligation plan in place to guarantee that homeless individuals can experience safe and secure housing. This plan must include goals, completion timelines, projects, and progress towards reducing the number of homeless individuals in the jurisdiction. Additionally, the bill would require "homeless" to be a new income category when assessing the regional housing need. This bill would cover statewide areas and provide reimbursement for any costs the bill may require. (Based on 05/01/2023 text)

Location: 05/19/2023 - Senate 2 YEAR

Current Text: 05/01/2023 - Amended

Current Analysis: 05/14/23 [S Appropriations](#) (text 05/01/23)

Text:

Analysis: 04/21/23 [S Governance And Finance](#) (text 04/19/23)

Last Amend: 05/01/2023

04/13/23 [S Housing](#) (text 04/10/23)

Amend:

SB 17 **Caballero, D** [HTML](#) [PDF](#)

Senior housing: tax credits.

Progress bar



Bill information

Status: 06/21/2023 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 21). Re-referred to Com. on APPR.

Layperson's Summary: This law requires the California Tax Credit Allocation Committee to set aside a certain amount of money to help fund low-income housing projects. It also gives the Committee the ability to make rules and regulations for how this money is allocated. This bill would require the Committee to revise its regulations to increase the housing type goal for senior developments to 20 percent. Additionally, it would result in taxpayers having to pay higher taxes and would require more than just a simple majority vote in the Legislature to pass. (Based on 04/18/2023 text)

Location: 06/21/2023 - Assembly APPR.

Current Text: 04/18/2023 - Amended

Current Analysis: 06/19/23 [A Housing And Community Development](#)

Text:

(text 04/18/23)

Last Amend: 04/18/2023

05/20/23 [S Floor Analyses](#) (text 04/18/23)

05/05/23 [S Appropriations](#) (text 04/18/23)

04/20/23 [S Housing](#) (text 04/18/23)

Amend:

SB 20 **Rubio, D** [HTML](#) [PDF](#)

Joint powers agreements: regional housing trusts.

Progress bar



Bill information

Status: 06/21/2023 - From committee: Do pass and re-refer to Com. on H. & C.D. with recommendation: To consent calendar. (Ayes 8. Noes 0.) (June 21). Re-referred to Com. on H. & C.D.

Layperson's Summary: The Joint Exercise of Powers Act is a law that allows two or more public agencies, such as cities or counties, to join forces and work together. This law provides them with the tools to create a new agency, known as a joint powers authority, with the purpose of helping homeless people and people with very low, low, and extremely low incomes in their area. This law also provides for the creation of the Orange County Housing Finance Trust and San Gabriel Valley Regional Housing Trust. This new bill would allow two or more agencies, like cities and counties, and even federally recognized tribal governments to join together and form a new agency, known as the Regional Housing Trust, to help homeless people and people of extremely low, very low and low incomes in their area. This new agency would be governed by a board of directors with at least 5 members and would be able to receive public and private financing and funds, as well as issue bonds. The joint powers agreement that creates this new trust, per the law, requires certain financial reporting and auditing requirements. (Based on 05/16/2023 text)

Location: 06/21/2023 - Assembly H. & C.D.
Current Analysis: 06/20/23 [A Local Government](#) (text 05/16/23)
05/17/23 [S Floor Analyses](#) (text 05/16/23)
05/03/23 [S Floor Analyses](#) (text 04/13/23)
04/28/23 [S Housing](#) (text 04/13/23)
04/07/23 [S Governance And Finance](#) (text 12/05/22)

Current Text: 05/16/2023 - Amended
Last Amend: 05/16/2023

[SB 23](#) [Caballero, D](#) [HTML](#) [PDF](#)

Water supply and flood risk reduction projects: expedited permitting.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill requires applicants for water-related projects to be subject to pre-application consultations with the State Water Resources Control Board or the California regional water quality control boards before getting a permit issued, and requires these agencies to adhere to specified procedures and timelines to review the applications. The bill also requires these agencies to address the impacts of dredge and fill activities related to water supply and flood risk projects. Additionally, the bill also requires these agencies on January 1 2025 and annually thereafter, to prepare, provide public notice of, make available, and submit a report regarding specified information related to water supply projects and flood risk reduction projects. Finally, the bill was designed to expedite water supply and flood risk reduction projects to better address climate change impacts while protecting the environment, and will be repealed on January 1 2029. (Based on 05/01/2023 text)

Location: 05/19/2023 - Senate 2 YEAR
Current Analysis: 05/12/23 [S Appropriations](#) (text 05/01/23)
04/24/23 [S Environmental Quality](#) (text 04/12/23)
04/06/23 [S Natural Resources And Water](#) (text 03/30/23)

Current Text: 05/01/2023 - Amended
Last Amend: 05/01/2023

[SB 37](#) [Caballero, D](#) [HTML](#) [PDF](#)

Older Adults and Adults with Disabilities Housing Stability Act.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would establish the Older Adults and Adults with Disabilities Housing Stability Program, creating a fund from which grants would be awarded to nonprofits and other groups to provide housing subsidies and support other housing related costs to those over 65 and people with disabilities who are homeless or at risk of homelessness. The bill provided details around financial support and reporting requirements that the department will need to follow. This is part of an effort to address homelessness through existing law. (Based on 03/13/2023 text)

Location: 05/19/2023 - Senate 2 YEAR	Current 03/13/2023 - Amended
Current 05/07/23 S Appropriations (text 03/13/23)	Text:
Analysis: 04/21/23 S Human Services (text 03/13/23)	Last 03/13/2023
03/17/23 S Housing (text 03/13/23)	Amend:

SB 48 **Becker, D** [HTML](#) [PDF](#)

Building Energy Savings Act.

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Bill information

Status: 06/30/2023 - Read second time and amended. Re-referred to Com. on NAT. RES.

Layperson's Summary: This bill would require utility companies to maintain records of energy usage for buildings they provide service to, for at least 12 complete calendar months, and deliver this data to the owners. It also would exempt owners of buildings with less than 50,000 square feet of gross area and 16 or fewer residential utility accounts from having to collect or deliver energy data to the State Energy Resources Conservation and Development Commission. The Energy Commission would also develop a strategy, in consultation with the other relevant state agencies, to track and manage the energy usage and emissions of greenhouse gases of covered buildings, using the energy data provided, to meet state targets. They would submit the strategy and recommendations to the Legislature by August 1, 2026. (Based on 06/30/2023 text)

Location: 06/28/2023 - Assembly NAT. RES.	Current 06/30/2023 - Amended
Current 06/27/23 A Committee On Utilities And Energy (text 06/08/23)	Text:
Analysis: 05/23/23 S Floor Analyses (text 05/18/23)	Last 06/30/2023
05/18/23 S Appropriations (text 04/18/23)	Amend:
04/28/23 S Appropriations (text 04/18/23)	
04/10/23 S Energy, Utilities And Communications (text 03/30/23)	

SB 49 **Becker, D** [HTML](#) [PDF](#)

Renewable energy: solar canopies: income tax credits and Department of Transportation strategic plan.

Progress bar



Bill information

Status: 07/03/2023 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on REV. & TAX.

Layperson's Summary: This bill would allow businesses constructing solar panel canopies to receive a 5% tax credit for the costs of construction. This bill also makes specific findings to ensure the goals of this tax credit are met, as well as require performance indicators, data collection and other requirements. Additionally, the Department of Transportation is required to develop a plan to develop land within their rights-of-way for the potential generation, storage, and distribution of renewable energy sources. This information is then required to be published online. (Based on 07/03/2023 text)

Location: 06/29/2023 - Assembly REV. & TAX
Current Analysis: 06/27/23 [A Committee On Utilities And Energy](#) (text 06/15/23)
05/20/23 [S Floor Analyses](#) (text 04/24/23)
05/07/23 [S Appropriations](#) (text 04/24/23)
04/07/23 [S Transportation](#) (text 03/21/23)

Current Text: 07/03/2023 - Amended
Last Amend: 07/03/2023

[SB 84](#) [Gonzalez, D](#) [HTML](#) [PDF](#)

Air quality programs: funding.

Progress bar



Bill information

Status: 06/01/2023 - Ordered to inactive file on request of Senator Gonzalez.

Layperson's Summary: This bill would make changes to the state's air quality, fuel, and vehicle technology programs. Under this bill, the Enhanced Fleet Modernization Program would provide compensation to motor vehicle owners for retirement and replacement of high polluting passenger vehicles and trucks and the guidelines would require these replacements to be plug-in hybrid or zero-emission vehicles. The Clean Transportation Program would be expanded to include developing and deploying technologies to reduce criteria air pollutants and air toxics, and 50% of the program's money would go to programs and projects that directly benefit or serve disadvantaged and low-income Californians and communities. The Air Quality Improvement Program would focus on projects related to zero-emission fuel and vehicle technologies and fund projects to reduce criteria air pollutants in certain sectors. The bill would also extend certain vehicle and vessel registration fees and service fees until 2035 and direct the revenue to the Alternative and Renewable Fuel and Vehicle Technology Fund and Air Quality Improvement Fund. Lastly, the bill would take effect immediately as an urgency statute. (Based on 05/18/2023 text)

Location: 06/01/2023 - Senate INACTIVE FILE
Current Analysis: 05/23/23 [S Floor Analyses](#) (text 05/18/23)
05/18/23 [S Appropriations](#) (text 03/13/23)
05/07/23 [S Appropriations](#) (text 03/13/23)
04/24/23 [S Environmental Quality](#) (text 03/13/23)
04/07/23 [S Transportation](#) (text 03/13/23)

Current Text: 05/18/2023 - Amended
Last Amend: 05/18/2023

[SB 91](#) [Umberg, D](#) [HTML](#) [PDF](#)

California Environmental Quality Act: exemption: supportive and transitional housing: motel conversion.

Progress bar



Bill information

Status: 06/29/2023 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 8. Noes 0.) (June 28). Re-referred to Com. on APPR.

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Layperson's Summary: CEQA is a law that focuses on the environment. It requires lead agencies to prepare an environmental impact report for a project that may significantly affect the environment. It also allows them to issue a negative declaration or a mitigated negative declaration if revisions to the project would avoid or reduce that effect. This bill extends an existing law that exempts certain conversion projects (turning motels and hotels into supportive or transitional housing) until January 1, 2025, with the exemption being extended indefinitely should the bill be passed. This bill would also require the government to pay local agencies and school districts for costs that the state mandates, and establishes how that reimbursement can occur, but in this case, no reimbursement is required. (Based on 01/17/2023 text)

Location: 06/28/2023 - Assembly APPR.
Current Analysis: 06/26/23 [A Housing And Community Development](#) (text 01/17/23)
 06/09/23 [A Natural Resources](#) (text 01/17/23)
 05/03/23 [S Floor Analyses](#) (text 01/17/23)
 04/13/23 [S Housing](#) (text 01/17/23)
 03/13/23 [S Environmental Quality](#) (text 01/17/23)

Current Text: 01/17/2023 - Introduced

SB 233 **Skinner, D** [HTML](#) [PDF](#)

Electric vehicles and electric vehicle supply equipment: bidirectional capability.

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Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on U. & E. (Ayes 9. Noes 4.) (July 5). Re-referred to Com. on U. & E.

Layperson's Summary: This law requires California to take steps to lessen its air pollution and use 5 million electric vehicles by 2030. It requires the State Energy Resources Conservation and Development Commission, State Air Resources Board, and Public Utilities Commission to assess electric vehicle charging infrastructure and provide grants for new zero-emission vehicles. This bill also requires California to examine how electric vehicles can be used to power homes and buildings, or provide electricity to the grid. All new electric vehicles sold in California after 2030 must be bidirectional capable (able to go in both directions) and light-duty motor vehicles and schoolbuses are exempt. (Based on 05/18/2023 text)

Location: 07/05/2023 - Assembly U. & E.
Current Analysis: 07/03/23 [A Transportation](#) (text 05/18/23)
 05/23/23 [S Floor Analyses](#) (text 05/18/23)
 05/18/23 [S Appropriations](#) (text 05/02/23)
 05/12/23 [S Appropriations](#) (text 05/02/23)
 04/21/23 [S Transportation](#) (text 04/10/23)
 04/15/23 [S Energy, Utilities And Communications](#) (text 04/10/23)

Current Text: 05/18/2023 - Amended
Last Amend: 05/18/2023

SB 239 **Dahle, R** [HTML](#) [PDF](#)

California Environmental Quality Act: housing development projects: judicial proceedings.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 2/1/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would give special protection to housing development projects from additional legal action related to CEQA (environmental law) if they have already been subject to legal proceedings. It would prohibit the court from staying or enjoining the construction or operation of a project unless special findings have been made. It also would require that any claims regarding the lead agency's noncompliance with the legal proceedings must be made during the public comment period and would also limit those claims to how the lead agency responded to the legal proceedings. Finally, this bill requires any legal actions caused by a lead agency's certification of an EIR for certain projects such as public works and housing to be resolved within 365 days. It does this until 2030 and except in certain cases. (Based on 01/24/2023 text)

Location: 04/28/2023 - Senate 2 YEAR
Current Analysis: 04/17/23 [S Environmental Quality](#) (text 01/24/23)
 03/13/23 [S Environmental Quality](#) (text 01/24/23)

Current Text: 01/24/2023 - Introduced

[SB 244](#) [Eggman, D](#) [HTML](#) [PDF](#)

Right to Repair Act.

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Bill information

Status: 07/06/2023 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (July 5). Re-referred to Com. on APPR.

Layperson's Summary: The Right to Repair Act requires manufacturers of electronic and appliance products like televisions, radios, audio or video recording equipment, and major home appliances with a retail price of \$50 to \$99.99 to make certain service and repair parts available for at least 3 years after they were manufactured, even if that period exceeds the warranty period. If the product has a retail price of \$100 or more, those parts need to be available for 7 years. Additionally, repair facilities and service dealers not authorized by the manufacturer must provide that information to customers seeking repairs before repairing the product and must disclose if they are using replacement parts not made by the manufacturer. Finally, cities, counties, and the state can take legal action to enforce this law and penalize those who don't follow it. (Based on 06/29/2023 text)

Location: 07/05/2023 - Assembly APPR.
Current Analysis: 07/01/23 [A Judiciary](#) (text 06/29/23)
 06/23/23 [A Privacy And Consumer Protection](#) (text 06/21/23)
 05/23/23 [S Floor Analyses](#) (text 05/18/23)
 05/18/23 [S Appropriations](#) (text 04/13/23)
 04/21/23 [S Appropriations](#) (text 04/13/23)
 04/07/23 [S Judiciary](#) (text 03/27/23)

Current Text: 06/29/2023 - Amended
Last Amend: 06/29/2023

[SB 261](#) [Stern, D](#) [HTML](#) [PDF](#)

Greenhouse gases: climate-related financial risk.

Progress bar



Bill information

Status: 06/22/2023 - June 26 set for first hearing canceled at the request of author.

Layperson's Summary: The California Global Warming Solutions Act of 2006 requires businesses to report and verify their greenhouse gas emissions and other pollutants. By December 31st, 2024, businesses must also report on the risks of climate change they face and any strategies they have adopted to reduce or adapt to climate change. The State Air Resources Board must also create a public

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

report each year that contains information about the climate risks in the state. Any businesses who fail to report or who publish inadequate reports will be subject to administrative penalties. (Based on 06/19/2023 text)

Location: 06/08/2023 - Assembly NAT. RES.
Current 05/23/23 [S Floor Analyses](#) (text 05/18/23)
Analysis: 05/18/23 [S Appropriations](#) (text 04/10/23)
05/05/23 [S Appropriations](#) (text 04/10/23)
04/14/23 [S Judiciary](#) (text 04/10/23)
03/13/23 [S Environmental Quality](#) (text 01/30/23)

Current 06/19/2023 - Amended
Text:
Last 06/19/2023
Amend:

[SB 294](#) [Wiener, D](#) [HTML](#) [PDF](#)

Housing development projects: floor area ratios.

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Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was GOV. & F. on 2/15/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Planning and Zoning Law requires cities and counties in California to create plans for development, such as a housing element, in their boundaries. Currently, local agencies must ensure housing development projects of 3-7 units have a floor area ratio (FAR) of no less than 10, and 8-10 unit projects must have a FAR of no less than 125. This bill seeks to remove the 10-unit limit, and instead mandate that housing development projects from 11-20 units have a FAR of no less than 25 and more than 20 units must have a FAR of no less than 125 for every 10 units. It also requires that local governments review these housing projects, and the state to reimburse local agencies for any costs mandated. (Based on 02/02/2023 text)

Location: 04/28/2023 - Senate 2 YEAR

Current 02/02/2023 - Introduced
Text:

[SB 308](#) [Becker, D](#) [HTML](#) [PDF](#)

Carbon Dioxide Removal Market Development Act.

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Bill information

Status: 07/06/2023 - July 10 hearing postponed by committee.

Layperson's Summary: The California Global Warming Solutions Act of 2006 established the State Air Resources Board as an agency to regulate sources emitting greenhouse gases. The act requires the state to reduce emissions by 40% below the 1990 level by 2030. The act authorizes the use of market-based compliance mechanisms. The scoping plan established by the state board requires setting targets for carbon dioxide removal beyond 2030. In addition, it declares the state policy to achieve net zero emissions by 2045 and net negative emissions thereafter. The bill enacts the Carbon Dioxide Removal Market Development Act, which requires certain emitting entities to purchase negative emissions credits in each calendar year beginning in 2028. The bill also requires the state board to establish rules for certifying and tracking credits. If not purchased, it would be a crime, and requires no reimbursement. (Based on 05/18/2023 text)

Location: 06/08/2023 - Assembly NAT. RES.
Current 05/23/23 [S Floor Analyses](#) (text 05/18/23)
Analysis: 05/18/23 [S Appropriations](#) (text 04/10/23)

Current 05/18/2023 - Amended
Text:

04/28/23 [S Appropriations](#) (text 04/10/23)
04/17/23 [S Environmental Quality](#) (text 04/10/23)

Last 05/18/2023
Amend:

SB 337 **Min, D** [HTML](#) [PDF](#)

Environmental protection: lands and coastal waters conservation goal.

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Bill information

Status: 06/13/2023 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 12). Re-referred to Com. on APPR.

Layperson's Summary: Governor Newsom's Executive Order, Commanded the Natural Resources Agency to combat the biodiversity and climate crises. In order to meet this goal, the California Biodiversity Collaborative was established; the Secretary of the Natural Resources Agency must deliver a yearly report to the Legislature about the progress made towards this goal by March 31 2024. (Based on 04/20/2023 text)

Location: 06/12/2023 - Assembly APPR.

Current 06/09/23 [A Natural Resources](#) (text 04/20/23)

Analysis: 05/03/23 [S Floor Analyses](#) (text 04/20/23)
04/13/23 [S Natural Resources And Water](#) (text 03/15/23)

Current Text: 04/20/2023 - Amended

Last Amend: 04/20/2023

SB 341 **Becker, D** [HTML](#) [PDF](#)

Housing development.

Progress bar



Bill information

Status: 06/29/2023 - Read second time. Ordered to consent calendar. From consent calendar on motion of Assembly Member Reyes. Ordered to third reading.

Layperson's Summary: The Planning and Zoning Law currently requires cities or counties to create a land use development plan that includes a housing element, and for the Department of Housing and Community Development to verify that the plan is in substantial compliance. If it is, the jurisdiction can qualify for more points or preference when applying to certain state programs, like Affordable Housing and Sustainable Communities Program and Infill Incentive Grant Program of 2007. This bill would remove the Affordable Housing and Sustainable Communities Program from the list of programs that receive additional points or preference, add the qualifying infill area and catalytic qualifying infill area portions of the Infill Infrastructure Grant Program of 2019 as a specified program, and allocate more bonus points to eligible state programs. It would also remove qualifying infill projects from the program and make technical changes to the program's requirements. Finally, it would prohibit the council from disqualifying certain project applicants if the jurisdiction the project is proposed to be located in has not been found to be in substantial compliance. (Based on 02/07/2023 text)

Location: 06/29/2023 - Assembly THIRD READING

Current 06/29/23 [A Floor Analysis](#) (text 02/07/23)

Analysis: 06/26/23 [A Appropriations](#) (text 02/07/23)
06/05/23 [A Housing And Community Development](#) (text 02/07/23)
04/12/23 [S Floor Analyses](#) (text 02/07/23)

Current Text: 02/07/2023 - Introduced

SB 356
Archuleta, D
HTML
PDF

Housing: Code Enforcement Incentive Program: Community Code Enforcement Pilot Program.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/1/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Code Enforcement Incentive Program and the Community Code Enforcement Pilot Program provide funds to cities, counties, and cities and counties that operate local building enforcement programs to encourage code enforcement. The traditional matching requirements for these grants have been revised and the maximum grant amount has been increased from \$1,000,000 to \$2,000,000. Funds from the program will be used for the code enforcement, related program costs, or capital expenditures. The programs must also take steps to prevent displacement of lower-income renters or owner households, and at least one certified code enforcement officer must be employed. The Department of Housing and Community Development must report their findings to the Legislature one year after the grant recipient's submission date. (Based on 04/24/2023 text)

Location: 05/19/2023 - Senate 2 YEAR

Current: 04/28/23 [S Appropriations](#) (text 04/24/23)

Analysis: 04/13/23 [S Housing](#) (text 03/14/23)

Current Text: 04/24/2023 - Amended

Last Amend: 04/24/2023

SB 393
Glazer, D
HTML
PDF

California Environmental Quality Act: judicial challenge: identification of contributors: housing development projects.

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Bill information

Status: 07/06/2023 - Assembly Rule 56 suspended.

Layperson's Summary: The California Environmental Quality Act requires an environmental study to be completed before a project is approved if it may have a significant effect on the environment. This bill allows someone being sued under the act in relation to a housing development project to ask the plaintiff to tell them who gave over \$10,000 towards the lawsuit, and requests that the court allow the plaintiff to keep the donor's name private. The bill also says that the plaintiff must identify any business interests the donor may have related to the housing project. Lastly, the bill states that no action can be brought under the act for housing projects that have already had an environmental review. (Based on 06/19/2023 text)

Location: 05/26/2023 - Assembly NAT. RES.

Current: 05/11/23 [S Floor Analyses](#) (text 05/04/23)

Analysis: 05/05/23 [S Floor Analyses](#) (text 05/04/23)
 04/28/23 [S Judiciary](#) (text 04/10/23)
 03/14/23 [S Environmental Quality](#) (text 02/09/23)

Current Text: 06/19/2023 - Amended

Last Amend: 06/19/2023

SB 396
Wahab, D
HTML
PDF

Local government: excavations: notice.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was GOV. & F. on 2/22/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would require cities, counties, and city and counties to post projects they plan on doing to their website in order to allow organizations to collaborate on installing utilities like fiber optic cable. This would be a state-mandated program, meaning all cities, including charter cities, would have to follow these rules. The state of California may reimburse local agencies for the costs imposed by this bill, if the Commission on State Mandates decides it must. (Based on 02/09/2023 text)

Location: 04/28/2023 - Senate 2 YEAR

Current Text: 02/09/2023 - Introduced

SB 405 Cortese, D HTML PDF

Planning and zoning: housing element: inventory of sites: regional housing need.

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Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would expand the requirements for a planning agency to submit an electronic copy of their inventory of land suitable for housing development to the Department of Housing and Community Development. Additionally, the bill would require the planning agency to post this inventory on its website and allow for public input, and create a pilot program which would analyze the adequacy of the inventory in accommodating the city's or county's regional housing need. This bill would require local officials to comply with these rules, and the state would not provide reimbursement for the costs of doing so. (Based on 04/26/2023 text)

Location: 05/19/2023 - Senate 2 YEAR

Current Text: 04/26/2023 - Amended

Current Analysis: 05/14/23 [S Appropriations](#) (text 04/26/23)

Analysis: 04/20/23 [S Housing](#) (text 02/09/23)

Last Amend: 04/26/2023

SB 406 Cortese, D HTML PDF

California Environmental Quality Act: exemption: financial assistance: residential housing.

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Bill information

Status: 07/06/2023 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending.

Layperson's Summary: CEQA is a law in California that requires a lead agency to prepare certain documents for any project that may have a significant effect on the environment. These documents could be an environmental impact report or a "negative declaration"

that states the project won't have any negative environmental effects. Revisions can be made to the project if it would avoid or mitigate any possible negative effects, and they don't need to submit the environmental impact report documents if they can prove that the project won't be effects. This bill extends that exemption to any local agency that is providing financial assistance or insurance to residential housing projects. (Based on 06/19/2023 text)

Location: 07/06/2023 - Senate CONCURRENCE
Current Analysis: 06/26/23 [A Housing And Community Development](#) (text 06/19/23)
 06/09/23 [A Natural Resources](#) (text 02/09/23)
 05/03/23 [S Floor Analyses](#) (text 02/09/23)
 04/28/23 [S Housing](#) (text 02/09/23)
 03/13/23 [S Environmental Quality](#) (text 02/09/23)

Current Text: 06/19/2023 - Amended
Last Amend: 06/19/2023

SB 411 **Portantino, D** [HTML](#) [PDF](#)

Open meetings: teleconferences: neighborhood councils.

Progress bar



Bill information

Status: 05/26/2023 - Referred to Com. on L. GOV.

Layperson's Summary: This bill would give the legislative body of an eligible neighborhood council in the City of Los Angeles the ability to use alternative teleconferencing provisions related to the notice, agenda, and public participation of the meetings of their legislative body. An eligible legislative body is one that is an advisory body that has the purpose to promote citizen participation in government and make government more responsive to local needs. This bill requires that at least a quorum of the members of the neighborhood council participate from locations within the boundaries of the City of Los Angeles, as well as provide publicly accessible physical locations for public participation. This bill was enacted as an urgency statute and it would take effect immediately. (Based on 04/24/2023 text)

Location: 05/26/2023 - Assembly L. GOV.
Current Analysis: 05/05/23 [S Floor Analyses](#) (text 04/24/23)
 04/28/23 [S Judiciary](#) (text 04/24/23)
 04/14/23 [S Governance And Finance](#) (text 02/09/23)

Current Text: 04/24/2023 - Amended
Last Amend: 04/24/2023

SB 422 **Portantino, D** [HTML](#) [PDF](#)

California Environmental Quality Act: expedited environmental review: climate change regulations.

Progress bar



Bill information

Status: 06/27/2023 - From committee: Do pass and re-refer to Com. on L. & E. with recommendation: To consent calendar. (Ayes 11. Noes 0.) (June 26). Re-referred to Com. on L. & E.

Layperson's Summary: CEQA is a California law that requires a lead agency to prepare an environmental impact report (EIR) or negative declaration if a project may have a significant effect on the environment. It also requires that specified public agencies, like air pollution control districts, to perform an analysis of methods of compliance if a law is created that requires any type of reduction in emissions. This bill would also add labor requirements to those projects if a focused EIR is used and require them to comply

with labor requirements even if a performance standard or treatment requirement is imposed. If the law is passed, the state is not required to reimburse local agencies or school districts for any costs related to the law. (Based on 03/20/2023 text)

Location: 06/26/2023 - Assembly L. & E.
Current 06/23/23 [A Natural Resources](#) (text 03/20/23)
Analysis: 05/20/23 [S Floor Analyses](#) (text 03/20/23)
05/05/23 [S Appropriations](#) (text 03/20/23)
04/25/23 [S Committee On Labor, Public Employment And Retirement](#) (text 03/20/23)
04/17/23 [S Environmental Quality](#) (text 03/20/23)

Current 03/20/2023 - Amended
Text:
Last 03/20/2023
Amend:

[SB 423](#) [Wiener, D](#) [HTML](#) [PDF](#)

Land use: streamlined housing approvals: multifamily housing developments.

Progress bar



Bill information

Status: 06/30/2023 - Read second time and amended. Re-referred to Com. on NAT. RES.

Layperson's Summary: The bill would provide a streamlined ministerial approval process for certain multifamily housing developments that meet certain objective planning standards, such as affordable rent and wages to construction workers. It would extend the process to 2036, provide an exemption for developments in equestrian districts, modify the planning standards, and provide for public input prior to the approval in certain areas. It would require local governments to approve the development if they determine it is consistent with the planning standards and would prohibit local governments from requiring compliance with postentitlement requirements before approval. It would also require local governments to hold a public meeting if a development is proposed in a specific area. The bill would become operational on January 1 2024. (Based on 06/30/2023 text)

Location: 06/28/2023 - Assembly NAT. RES.
Current 06/26/23 [A Housing And Community Development](#) (text 06/19/23)
Analysis: 05/23/23 [S Floor Analyses](#) (text 05/23/23)
05/21/23 [S Appropriations](#) (text 03/28/23)
05/14/23 [S Appropriations](#) (text 03/28/23)
04/21/23 [S Governance And Finance](#) (text 03/28/23)
03/17/23 [S Housing](#) (text 02/13/23)

Current 06/30/2023 - Amended
Text:
Last 06/30/2023
Amend:

[SB 434](#) [Min, D](#) [HTML](#) [PDF](#)

Transit operators: street harassment survey.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (July 5). Re-referred to Com. on APPR.

Layperson's Summary: Currently, there are several regions in the state that provide public transportation and each have certain duties and laws they have to abide by. This bill would require each transit operator to collect and publish survey data to learn more about riders' safety and experiences with street harassment on public transportation. The survey data must be made available in multiple languages and the results must be shared with the Governor and the Legislature. The data collected and outreach

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

activities conducted in the past 5 years will also be used for the purposes of this bill. If the bill causes additional costs for local agencies, the state must reimburse them for it. (Based on 03/16/2023 text)

Location: 07/05/2023 - Assembly APPR.
Current 07/03/23 [A Transportation](#) (text 03/16/23)
Analysis: 05/20/23 [S Floor Analyses](#) (text 03/16/23)
04/16/23 [S Appropriations](#) (text 03/16/23)
03/24/23 [S Transportation](#) (text 03/16/23)

Current 03/16/2023 - Amended
Text:
Last 03/16/2023
Amend:

[SB 439](#) [Skinner, D](#) [HTML](#) [PDF](#)

Special motions to strike: priority housing development projects.

Progress bar



Bill information

Status: 06/12/2023 - From consent calendar on motion of Assembly Member Reyes. Ordered to third reading.

Layperson's Summary: This bill relates to special motions to strike in civil cases. It would allow parties to submit a special motion to strike a complaint that challenges the approval of a priority housing project. If the court finds that the plaintiff has the potential to win, then the motion will be denied. If the motion is granted, the defendant may be entitled to attorney fees and costs. The motion must be made within 60 days, though the court can allow for a later time, if appropriate, either granting or denying the motion is appealable. (Based on 05/26/2023 text)

Location: 06/12/2023 - Assembly THIRD READING
Current 06/14/23 [A Floor Analysis](#) (text 05/26/23)
Analysis: 06/02/23 [A Judiciary](#) (text 05/26/23)
05/05/23 [S Floor Analyses](#) (text 03/22/23)
04/28/23 [S Judiciary](#) (text 03/22/23)

Current 05/26/2023 - Amended
Text:
Last 05/26/2023
Amend:

[SB 440](#) [Skinner, D](#) [HTML](#) [PDF](#)

Regional Housing Finance Authorities.

Progress bar



Bill information

Status: 06/30/2023 - Read second time and amended. Re-referred to Com. on L. GOV.

Layperson's Summary: This bill would allow local governments like cities and counties to come together to form a regional housing finance authority and raise funds for affordable housing development projects throughout the area. The authority can impose certain taxes like a parcel tax, a business tax, or a transfer tax as well as issue general obligation bonds and revenue bonds secured by a levy of ad valorem property taxes. This bill would also exempt actions by the authority from California Environmental Quality Act reporting requirements. Finally, the authority would need to submit an annual report to the Legislature detailing the projects it funds, their status, and the households served. This bill could impose a state-mandated local program, and if it is determined to have costs, the state would be required to reimburse local agencies and school districts for those costs. (Based on 06/30/2023 text)

Location: 06/28/2023 - Assembly L. GOV.
Current 06/26/23 [A Housing And Community Development](#)
Analysis: (text 06/15/23)

Current 06/30/2023 - Amended
Text:

05/26/23 [S Floor Analyses](#) (text 05/18/23)
 05/23/23 [S Floor Analyses](#) (text 05/18/23)
 05/18/23 [S Appropriations](#) (text 05/01/23)
 05/14/23 [S Appropriations](#) (text 05/01/23)
 04/21/23 [S Governance And Finance](#) (text 04/19/23)
 04/13/23 [S Housing](#) (text 03/20/23)

Last 06/30/2023
Amend:

SB 450 **Atkins, D** [HTML](#) [PDF](#)

Housing development: approvals.

Progress bar



Bill information

Status: 06/28/2023 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (June 28). Re-referred to Com. on APPR.

Layperson's Summary: The Planning and Zoning Law requires local agencies to create accessory dwelling units and regulates the development of residential units and subdivisions. This bill would remove the requirement that a proposed housing development does not allow for the demolition of more than 25%, and prohibit local agencies from imposing objective zoning standards, subdivision standards, and design standards that do not apply uniformly. It would require local agencies to consider, approve, or deny proposed housing developments within 60 days, and provide comments if denied. It would also require local agencies to submit their housing elements or amendments to the state for review. Finally, this bill would declare that changes proposed by it address a matter of statewide concern rather than a municipal affair and would not require reimbursement from the state. (Based on 03/16/2023 text)

Location: 06/28/2023 - Assembly APPR.

Current Analysis: 06/27/23 [A Local Government](#) (text 03/16/23)

Current Text: 03/16/2023 - Amended

06/19/23 [A Housing And Community Development](#) (text 03/16/23)
 05/20/23 [S Floor Analyses](#) (text 03/16/23)
 05/14/23 [S Appropriations](#) (text 03/16/23)
 04/21/23 [S Governance And Finance](#) (text 03/16/23)
 04/13/23 [S Housing](#) (text 03/16/23)

Last Amend: 03/16/2023

SB 466 **Wahab, D** [HTML](#) [PDF](#)

Costa-Hawkins Rental Housing Act: rental rates.

Progress bar



Bill information

Status: 06/02/2023 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/31/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Costa-Hawkins Rental Housing Act limits the ability of local governments in California to put restrictions on how much rent landlords can charge. Normally, the owner of a rented residential property can set their own initial rental rate. However, until now, the law has stated that this is not allowed if the property has a certificate of occupancy after February 1 1995, or was exempt from a rental control ordinance before this date. This new bill removes the rules for those properties and lets their owners set the initial rental rate if they got their certificate of occupancy in the last 28 years. (Based on 05/15/2023 text)

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Location: 06/02/2023 - Senate 2 YEAR
Current 05/22/23 [S Floor Analyses](#) (text 05/15/23)
Analysis: 05/17/23 [S Floor Analyses](#) (text 05/15/23)
04/21/23 [S Floor Analyses](#) (text 04/12/23)
04/14/23 [S Judiciary](#) (text 04/12/23)

Current 05/15/2023 - Amended
Text:
Last 05/15/2023
Amend:

SB 477

Committee on Housing,

HTML

PDF

Accessory dwelling units.

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Bill information

Status: 07/03/2023 - In Senate. Concurrence in Assembly amendments pending.

Layperson's Summary: This bill is about making it easier to create or regulate "accessory dwelling units" (housing that's attached to or built on a single-family or multifamily residential building) and "junior accessory dwelling units". It would reorganize existing laws related to the creation and regulation of those kinds of housing and would make changes that support doing that. (Based on 06/22/2023 text)

Location: 07/03/2023 - Senate CONCURRENCE
Current 07/03/23 [S Floor Analyses](#) (text 06/22/23)
Analysis: 06/19/23 [A Housing And Community Development](#) (text 02/14/23)
05/03/23 [S Floor Analyses](#) (text 02/14/23)
04/28/23 [S Housing](#) (text 02/14/23)

Current 06/22/2023 - Amended
Text:
Last 06/22/2023
Amend:

SB 482

Blakespear, D

HTML

PDF

Multifamily Housing Program: supportive housing: capitalized operating reserves.

Progress bar



Bill information

Status: 06/30/2023 - Read second time and amended. Re-referred to Com. on APPR.

Layperson's Summary: The Department of Housing and Community Development (DHCD) currently offers financial assistance to developers through the Multifamily Housing Program. This program provides money to help cover the costs of developing specific types of housing projects. The money can be used for certain eligible costs, such as capitalized reserves for replacement and operation. The DHCD also allows some of the money to be used for rent subsidies for assisted units. This new bill would require the DHCD to offer capitalized operating reserves to supportive housing units after developers have tried to access money from other sources. Supporting housing would be defined as part of the program. (Based on 06/30/2023 text)

Location: 06/28/2023 - Assembly APPR.
Current 06/26/23 [A Housing And Community Development](#) (text 02/14/23)
Analysis: 05/20/23 [S Floor Analyses](#) (text 02/14/23)
04/28/23 [S Appropriations](#) (text 02/14/23)
04/13/23 [S Housing](#) (text 02/14/23)

Current 06/30/2023 - Amended
Text:
Last 06/30/2023
Amend:

Economic development: movement of freight.

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Bill information

Status: 06/08/2023 - Referred to Com. on J., E.D., & E.

Layperson's Summary: GO-Biz serves as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment and economic growth. This bill would authorize GO-Biz to serve as a coordinating entity for the growth competitiveness and sustainability for freight and the supply chain across the state, as well as provide freight and supply chain economic competitiveness information. It would also require the Governor to appoint a freight coordinator to advise and coordinate policies related to the freight and supply chain sector, as well as advocate for their implementation. This bill would also require the freight coordinator to convene one or more stakeholder advisory groups and undertake additional responsibilities relating to goal setting and making recommendations. Finally, the freight coordinator would have to participate in updates to the California Freight Mobility Plan and AB 32 climate change scoping plan. (Based on 03/22/2023 text)

Location: 06/08/2023 - Assembly J., E.D. & E.
Current Analysis: 05/20/23 [S Floor Analyses](#) (text 03/22/23)
 05/05/23 [S Appropriations](#) (text 03/22/23)
 04/21/23 [S Transportation](#) (text 03/22/23)
 04/14/23 [S Business, Professions And Economic Development](#) (text 03/22/23)

Current Text: 03/22/2023 - Amended
Last Amend: 03/22/2023

Santa Cruz Metropolitan Transit District.

Progress bar



Bill information

Status: 05/05/2023 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/29/2023)(May be acted upon Jan 2024)

Layperson's Summary: Existing law allows the Santa Cruz County to create a transportation district in order to run public transit services. It also provides for a retirement system for district employees, which is administered by a retirement board. This bill would expand the retirement board from 5 to 7 members to better manage the system. (Based on 03/20/2023 text)

Location: 05/05/2023 - Senate 2 YEAR

Current Text: 03/20/2023 - Amended
Last Amend: 03/20/2023

Electric vehicle sharing services: affordable housing facilities.

Progress bar

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Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Clean Transportation Program was created by existing law to provide grants and loans to help California reach climate change goals. This bill would create a separate program to award grants to entities so they can operate electric vehicle sharing services at affordable housing facilities. The entities must submit an application and agree to use the money to purchase at least two electric vehicles and two charging stations. They may also be eligible to purchase additional direct current fast chargers. The entities must report back to the Energy Commission annually and the program is subject to the legislature appropriating funds. (Based on 04/18/2023 text)

Location: 05/19/2023 - Senate 2 YEAR	Current Text: 04/18/2023 - Amended
Current Analysis: 05/05/23 S Appropriations (text 04/18/23)	Last Amend: 04/18/2023
04/21/23 S Transportation (text 04/18/23)	
04/07/23 S Energy, Utilities And Communications (text 03/20/23)	

[SB 532](#) [Wiener, D](#) [HTML](#) [PDF](#)

San Francisco Bay area toll bridges: tolls: transit operating expenses.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 4.) (July 5). Re-referred to Com. on APPR.

Layperson's Summary: The Metropolitan Transportation Commission (MTC) is a regional agency in the 9-county San Francisco Bay area that helps with regional transportation planning. The Bay Area Toll Authority (BATA) is also governed by the same governing board as MTC. BATA is responsible for collecting the tolls on the state-owned toll bridges in the San Francisco Bay Area. This bill would increase the toll rate for crossing the bridges and transfer the revenues collected to MTC, which would allocate the money to local transit operators for their services. Additionally, the bill would reduce the maximum penalty for toll evasion violations on San Francisco Bay Area state-owned toll bridges. If the Commission on State Mandates determines that the bill contains costs mandated by the state, the state will reimburse local agencies and school districts for those costs. (Based on 06/29/2023 text)

Location: 07/05/2023 - Assembly APPR.	Current Text: 06/29/2023 - Amended
Current Analysis: 07/03/23 A Transportation (text 06/22/23)	Last Amend: 06/29/2023
05/25/23 S Floor Analyses (text 05/18/23)	
05/23/23 S Floor Analyses (text 05/18/23)	
05/18/23 S Appropriations (text 04/25/23)	
05/05/23 S Appropriations (text 04/25/23)	
04/17/23 S Elections And Constitutional Amendments (text 04/13/23)	
04/07/23 S Governance And Finance (text 03/30/23)	

[SB 537](#) [Becker, D](#) [HTML](#) [PDF](#)

Open meetings: multijurisdictional, cross-county agencies: teleconferences.

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Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)



Bill information

Status: 06/15/2023 - Referred to Com. on L. GOV.

Layperson's Summary: The Ralph M Brown Act requires meetings of local government agencies to be open and public and allow people to participate. This bill expands an exception to the Brown Act which allows a local government agency member to participate remotely if their relative needs childcare or caregiving. It also would allow for alternative teleconferencing provisions in certain circumstances related to the particular agency member under certain restrictions. This bill would also require the agency to record attendance and provide the public comments on its website. This bill would take effect immediately as an urgency statute and make legislative findings to ensure public access to meetings and writings of public officials. (Based on 04/24/2023 text)

Location: 06/15/2023 - Assembly L. GOV.

Current Text: 04/24/2023 - Amended

Current Analysis: 05/05/23 [S Floor Analyses](#) (text 04/24/23)

Last Amend:

04/28/23 [S Judiciary](#) (text 04/24/23)

04/24/2023

04/14/23 [S Governance And Finance](#) (text 03/22/23)

SB 538 | **Portantino, D** | [HTML](#) | [PDF](#)

Department of Transportation: Chief Advisor on Bicycling and Active Transportation.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (July 5). Re-referred to Com. on APPR.

Layperson's Summary: The Department of Transportation is responsible for all duties, powers, responsibilities, and purposes that are related to transportation. This bill would require the director to appoint a specific advisor whose job is to serve as the department's main source of advice on anything related to bicycle transportation safety and infrastructure. (Based on 04/18/2023 text)

Location: 07/05/2023 - Assembly APPR.

Current Text: 04/18/2023 - Amended

Current Analysis: 07/03/23 [A Transportation](#) (text 04/18/23)

Last Amend:

05/10/23 [S Floor Analyses](#) (text 04/18/23)

04/18/2023

04/21/23 [S Transportation](#) (text 04/18/23)

SB 544 | **Laird, D** | [HTML](#) | [PDF](#)

Bagley-Keene Open Meeting Act: teleconferencing.

Progress bar



Bill information

Status: 05/26/2023 - Referred to Com. on G.O.

Layperson's Summary: This bill would allow state bodies to hold public meetings through teleconferencing, with specified notice and accessibility requirements. That means the public would have to be given the teleconference number, website, or other online platform to access the meeting, and at least one member of the state body must be present at the specified location. It also specifies that members of the public can address the state body without having to submit public comments prior to the meeting. Additionally,

the bill provides access for people with disabilities and requires state bodies to disclose if any other individuals 18 years of age or older are present at the remote location of the meeting. Lastly, the bill includes a statement of findings specifying why the right of access to meetings of public bodies is required. (Based on 04/27/2023 text)

Location: 05/26/2023 - Assembly G.O.
Current 05/10/23 [S Floor Analyses](#) (text 04/27/23)
Analysis: 04/23/23 [S Judiciary](#) (text 03/20/23)
04/07/23 [S Governmental Organization](#) (text 03/20/23)

Current 04/27/2023 - Amended
Text:
Last 04/27/2023
Amend:

[SB 547](#) [Blakespear, D](#) [HTML](#) [PDF](#)

District agricultural associations: real property: affordable housing.

Progress bar



Bill information

Status: 06/21/2023 - June 21 set for first hearing. Testimony taken.

Layperson's Summary: This bill requires the 22nd District Agricultural Association to lease a parcel of real property to the City of Del Mar for the purpose of constructing a residential development that provides affordable housing to lower income households. The rent for the lease would be \$1 per year and the City of Del Mar could sublease the property to a private entity for construction. The bill also allows the lease to include a requirement that a certain percentage of the units be reserved for employees of the 22nd District Agricultural Association, but no more than 10%. If the bill is determined to create costs for local agencies or school districts, then the state must reimburse those costs. (Based on 06/05/2023 text)

Location: 06/15/2023 - Assembly AGRI.
Current 06/20/23 [A Agriculture](#) (text 06/05/23)
Analysis: 05/10/23 [S Floor Analyses](#) (text 03/20/23)
04/20/23 [S Housing](#) (text 03/20/23)
04/14/23 [S Agriculture](#) (text 03/20/23)

Current 06/05/2023 - Amended
Text:
Last 06/05/2023
Amend:

[SB 555](#) [Wahab, D](#) [HTML](#) [PDF](#)

Stable Affordable Housing Act of 2023.

Progress bar



Bill information

Status: 06/29/2023 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (June 28). Re-referred to Com. on APPR.

Layperson's Summary: The Stable Affordable Housing Act of 2023 is a bill that aims to create 1.2 million housing units over the course of 10 years. Of these 1.2 million units, 600,000 units would be created in just 5 years. Furthermore, of these 600,000 units, at least 200,000 of them must be affordable to low income households. Furthermore, it also establishes the Department of Housing and Community Development and sets up programs and assistance for emergency housing, multi-family housing, farmworker housing, home ownership and downpayment assistance for first-time homebuyers. By January 2025, the Department of Housing and Community Development will be required to develop, adopt and submit a California Social Housing Plan for achieving the goals mentioned above. (Based on 05/22/2023 text)

Location: 06/28/2023 - Assembly APPR.

Current 05/22/2023 - Amended
Text:

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Current Analysis: 06/26/23 [A Housing And Community Development](#) (text 05/22/23)
05/23/23 [S Floor Analyses](#) (text 05/22/23)
05/20/23 [S Floor Analyses](#) (text 04/17/23)
05/06/23 [S Appropriations](#) (text 04/17/23)
04/21/23 [S Housing](#) (text 04/17/23)

Last Amend: 05/22/2023

SB 576 **Nguyen, R** [HTML](#) [PDF](#)

General plans: land use element: military sites.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was GOV. & F. on 3/29/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill requires cities and counties to consider the impact of new growth on military readiness, like military bases and installations, when proposing zoning ordinances or designating land uses in the general plan. Starting January 1 2025, cities and counties would have to modify the land use element to not allow high density housing within a 5-mile radius from a military installation or site sensitive to national security, except as specified. The state is not required to reimburse for the local costs. (Based on 03/20/2023 text)

Location: 04/28/2023 - Senate 2 YEAR

Current Text: 03/20/2023 - Amended
Last Amend: 03/20/2023

SB 614 **Blakespear, D** [HTML](#) [PDF](#)

Transportation Development Act.

Progress bar



Bill information

Status: 02/22/2023 - Referred to Com. on RLS.

Layperson's Summary: In short, the law provides important funding for public transportation and this bill would make changes to allow more of that funding. (Based on 02/15/2023 text)

Location: 02/15/2023 - Senate RLS.

Current Text: 02/15/2023 - Introduced

SB 617 **Newman, D** [HTML](#) [PDF](#)

Public contracts: progressive design-build: local and regional agencies: transit.

Progress bar

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)



Bill information

Status: 06/28/2023 - Read second time and amended. Re-referred to Com. on APPR.

Layperson's Summary: Until January 1 2029, local agencies like cities, counties, special districts, transit districts, municipal operators, consolidated agencies, joint powers authorities, regional transportation agencies, local or regional agencies can use the "progressive design-build process" to build up to 10 public works projects over \$5 million for projects that treat pumps, store or deliver water, wastewater, recycled water, advanced treated water, or supporting facilities. Under this process, a single entity is chosen to handle both the design and construction of the project. This entity and its partners must confirm certain information under penalty of perjury. They must report to the Legislature about progress in 2028. This law does not apply to inspection services for projects on or relating to the state highway system. If someone lies in their confirmation, they may face additional charges. (Based on 06/28/2023 text)

Location: 06/21/2023 - Assembly APPR.

Current Text: 06/28/2023 - Amended

Current Analysis: 06/20/23 [A Local Government](#) (text 03/30/23)

Text:

Analysis: 04/26/23 [S Floor Analyses](#) (text 03/30/23)

Last Amend: 06/28/2023

04/07/23 [S Transportation](#) (text 03/30/23)

Amend:

SB 634 **Becker, D** [HTML](#) [PDF](#)

Low Barrier Navigation Center: opportunity housing: use by right: building standards.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would allow a Low Barrier Navigation Center development and an Opportunity Housing Project to be use by right in areas zoned for mixed uses, nonresidential zones permitting multifamily uses, areas zoned for medical use, and faith-based use if it meets prescribed requirements. The bill would also exempt projects from the California Environmental Quality Act and require local agencies to respond to requests from project proponents within 60 days. Additionally, the Department of Housing and Community Development will investigate possible changes to the California Building Code to reduce construction costs for opportunity housing projects. No reimbursement from the state is required for this bill. (Based on 05/09/2023 text)

Location: 05/19/2023 - Senate 2 YEAR

Current Text: 05/09/2023 - Amended

Current Analysis: 05/14/23 [S Appropriations](#) (text 05/09/23)

Text:

Analysis: 04/21/23 [S Governance And Finance](#) (text 04/19/23)

Last Amend: 05/09/2023

04/13/23 [S Housing](#) (text 04/10/23)

Amend:

SB 662 **Rubio, D** [HTML](#) [PDF](#)

Courts: court reporters.

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Bill information

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2023)(May be acted upon Jan 2024)

Layperson's Summary: The Court Reporters Board of California exists to license and regulate shorthand reporters. To become a certified shorthand reporter, individuals have to pass an exam prescribed by the Board. There is a proposed bill which could make it possible for the Board to instead use the National Court Reporters Association or National Verbatim Reporters Association certification examination. The bill would also require courts to provide a certified shorthand reporter the right of first refusal to transcribe an electronically recorded proceeding. The Judicial Council has also appropriated money to courts to recruit and hire court reporters, and they need to keep track of how they are using this money. (Based on 04/27/2023 text)

Location: 05/19/2023 - Senate 2 YEAR

Current 05/05/23 [S Appropriations](#) (text 04/27/23)

Analysis: 04/21/23 [S Business, Professions And Economic Development](#) (text 03/20/23)
04/14/23 [S Judiciary](#) (text 03/20/23)

Current Text: 04/27/2023 - Amended

Last Amend: 04/27/2023

SB 670

Allen, D

HTML

PDF

State Air Resources Board: vehicle miles traveled: maps.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2023)(May be acted upon Jan 2024)

Layperson's Summary: This bill would require the State Air Resources Board (the state agency with the responsibility for controlling vehicular air pollution and monitoring greenhouse gas emissions) to develop a methodology and maps to display the average light-duty vehicle miles traveled per capita in the state at the local, regional, and statewide levels. The board would have to adopt the methodology and publish the maps by January 1, 2025, and update them every 4 years. The board would also need to make the methodology and maps publicly available on its website and offer technical assistance on the usage and interpretation of the maps to local agencies if requested. (Based on 04/27/2023 text)

Location: 05/19/2023 - Senate 2 YEAR

Current 05/05/23 [S Appropriations](#) (text 04/27/23)

Analysis: 04/24/23 [S Environmental Quality](#) (text 03/20/23)

Current Text: 04/27/2023 - Amended

Last Amend: 04/27/2023

SB 677

Blakespear, D

HTML

PDF

Intercity rail: LOSSAN Rail Corridor.

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Bill information

Status: 06/27/2023 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 26). Re-referred to Com. on APPR.

Layperson's Summary: This law allows the Department of Transportation to transfer the responsibility of administering state-funded intercity rail service in a particular corridor to a joint powers board. The joint powers board is expected to submit an annual business plan to the secretary by April 1 of each year which includes information about the performance of the corridor service and projects

to improve climate resiliency. If these plans are found to require additional funds, the state will be mandated to reimburse local agencies and school districts for the expenses. (Based on 04/17/2023 text)

Location: 06/27/2023 - Assembly APPR.
Current 06/23/23 [A Transportation](#) (text 04/17/23)
Analysis: 05/10/23 [S Floor Analyses](#) (text 04/17/23)
04/21/23 [S Transportation](#) (text 04/17/23)

Current 04/17/2023 - Amended
Text:
Last 04/17/2023
Amend:

SB 684 **Caballero, D** [HTML](#) [PDF](#)

Land use: streamlined approval processes: development projects of 10 or fewer residential units on urban lots under 5 acres.

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Bill information

Status: 07/03/2023 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

Layperson's Summary: This bill proposed in California would make it easier for cities and counties to approve housing development projects with 10 or fewer residential units. The local agencies would be required to ministerially approve the projects without discretionary review and would have 60 days to approve or deny the project after it has been submitted. If the government does not approve or deny the project within 60 days, it would be considered approved and the housing development project would be exempted from certain requirements relating to setbacks, lot size, dimensions, and parking. A building permit would also be issued for the project provided certain requirements like a recorded covenant and agreement have been met. Finally, the state would not need to reimburse local agencies and school districts for any costs mandated by the bill. (Based on 07/03/2023 text)

Location: 06/21/2023 - Assembly L. GOV.
Current 06/19/23 [A Housing And Community Development](#) (text 03/22/23)
Analysis: 05/17/23 [S Floor Analyses](#) (text 03/22/23)
04/20/23 [S Housing](#) (text 03/22/23)
04/07/23 [S Governance And Finance](#) (text 03/22/23)

Current 07/03/2023 - Amended
Text:
Last 07/03/2023
Amend:

SB 695 **Gonzalez, D** [HTML](#) [PDF](#)

Department of Transportation: state highway system: public data portal.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (July 5). Re-referred to Com. on APPR.

Layperson's Summary: The current law sets up the Department of Transportation and gives them control of state highways and the properties used for them. The law also requires them to maintain and improve these highways. This bill would require the Department to post certain information and data on their website annually that looks at activities on state highways from the last fiscal year, as well as the period from 2018 to 2023. This data also needs to be included in an annual report to the Legislators. Lastly, they will need to post data on how the highways are being used starting in 2023. (Based on 06/19/2023 text)

Location: 07/05/2023 - Assembly APPR.

Current 06/19/2023 - Amended
Text:

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Current 07/03/23 [A Transportation](#) (text 06/19/23)
Analysis: 05/23/23 [S Floor Analyses](#) (text 05/18/23)
05/19/23 [S Appropriations](#) (text 02/16/23)
04/16/23 [S Appropriations](#) (text 02/16/23)
03/24/23 [S Transportation](#) (text 02/16/23)

Last 06/19/2023
Amend:

SB 710 **Durazo, D** [HTML](#) [PDF](#)

Sale of excess state highway property: State Highway Route 710 Terminus.

Progress bar



Bill information

Status: 07/06/2023 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (July 5). Re-referred to Com. on APPR.

Layperson's Summary: This law allows the state Department of Transportation to have control over the state highway system and its associated real property, and to sell or exchange it if it is no longer necessary for the highway's use. It also authorizes the California Transportation Commission to relinquish a portion of State Highway Route 710. This bill would require the Department of Transportation to create and administer a Terminus Regional Planning Task Force to review the traffic and potential land use related to the State Route 710 Terminus. The bill would be repealed on January 1 2027. (Based on 06/26/2023 text)

Location: 07/05/2023 - Assembly APPR.

Current 07/03/23 [A Transportation](#) (text 06/26/23)
Analysis: 05/23/23 [S Floor Analyses](#) (text 05/18/23)
05/19/23 [S Appropriations](#) (text 03/20/23)
05/06/23 [S Appropriations](#) (text 03/20/23)
04/21/23 [S Transportation](#) (text 03/20/23)

Current 06/26/2023 - Amended
Text:
Last 06/26/2023
Amend:

SB 713 **Padilla, D** [HTML](#) [PDF](#)

Planning and zoning: density bonuses: development standard.

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Bill information

Status: 06/22/2023 - Read second time. Ordered to third reading.

Layperson's Summary: The Density Bonus Law requires cities and counties to give developers incentives such as density bonus waivers, lower parking ratios, and other concessions like reductions of certain development standards if certain types of housing are constructed. This law also prevents cities and counties from implementing any development standard in a way that would physically block the construction of a development meeting the permitted criteria. This new bill would require "development standard" to include standards adopted by the local government or by local citizens through local initiatives or referendums. It also includes findings that changes proposed by this bill affect the whole state and not just individual cities, including those with their own charters. (Based on 04/17/2023 text)

Location: 06/22/2023 - Assembly THIRD READING

Current 06/22/23 [A Floor Analysis](#) (text 04/17/23)
Analysis: 06/20/23 [A Local Government](#) (text 04/17/23)
06/05/23 [A Housing And Community Development](#) (text 04/17/23)

Current 04/17/2023 - Amended
Text:
Last 04/17/2023
Amend:

05/05/23 [S Floor Analyses](#) (text 04/17/23)
04/28/23 [S Governance And Finance](#) (text 04/17/23)
04/20/23 [S Housing](#) (text 04/17/23)

SB 736

McGuire, D

HTML

PDF

Tribal gaming: compact ratification.

Progress bar



Bill information

Status: 06/23/2023 - Chaptered by Secretary of State- Chapter 11, Statutes of 2023

Layperson's Summary: This bill would ratify agreements between the state of California and a tribe called the Middletown Rancheria of Pomo Indians of California. It is allowing them to operate gaming activities on their land, which is allowed by federal law. It also exempts these gaming activities from needing environmental protection laws as a sign of respect for the tribe's sovereignty. The bill would take effect immediately on passing. (Based on 06/23/2023 text)

Location: 06/23/2023 - Senate CHAPTERED

Current Analysis: 06/21/23 [S Floor Analyses](#) (text 06/12/23)

06/14/23 [A Floor Analysis](#) (text 06/12/23)

04/26/23 [S Floor Analyses](#) (text 02/17/23)

04/20/23 [S Housing](#) (text 02/17/23)

04/07/23 [S Governance And Finance](#) (text 02/17/23)

Current Text: 06/23/2023 - Chaptered

Last Amend:

06/12/2023

SB 747

Caballero, D

HTML

PDF

Land use: economic development: surplus land.

Progress bar



Bill information

Status: 06/30/2023 - Read second time and amended. Re-referred to Com. on H. & C.D.

Layperson's Summary: This bill would enable cities, counties and city and counties to transfer property to create an economic opportunity, as well as authorize them to sell or lease property. The bill would also make it so they must provide the public with information regarding the opportunity, and makes exceptions to requirements for the disposal of surplus land by a local agency. The bill sets out requirements for municipalities disposing of surplus land, and creates an appeals process overseen by an independent referee if any action is overturned by the department. Finally, the bill states that if the Commission on State Mandates determines the bill contains costs mandated by the state, those costs shall be reimbursed. (Based on 06/30/2023 text)

Location: 06/28/2023 - Assembly H. & C.D.

Current Analysis: 06/27/23 [A Local Government](#) (text 05/18/23)

05/25/23 [S Floor Analyses](#) (text 05/18/23)

05/23/23 [S Floor Analyses](#) (text 05/18/23)

05/19/23 [S Appropriations](#) (text 05/01/23)

05/15/23 [S Appropriations](#) (text 05/01/23)

04/21/23 [S Housing](#) (text 04/13/23)

04/07/23 [S Governance And Finance](#) (text 03/22/23)

Current Text: 06/30/2023 - Amended

Last Amend:

06/30/2023

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

SB 768

Caballero, D

HTML

PDF

California Environmental Quality Act: vehicle miles traveled: statement of overriding consideration.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/29/2023)(May be acted upon Jan 2024)

Layperson's Summary: CEQA is a California law that regulates projects that may have a significant environmental impact. It requires agencies to prepare an environmental impact report and make sure any significant environmental effects are mitigated or avoided. It also requires mitigation of effects from vehicle miles traveled or similar metrics. This bill makes it so an "overriding consideration" for significant effects on the environment is not required if the lead agency has taken all feasible mitigation measures and has found no feasible alternatives to the project. (Based on 03/22/2023 text)

Location: 04/28/2023 - Senate 2 YEAR
Current Analysis: 04/17/23 S Environmental Quality (text 03/22/23)

Current Text: 03/22/2023 - Amended
Last Amend: 03/22/2023

SB 769

Gonzalez, D

HTML

PDF

Local government: fiscal and financial training.

Progress bar



Bill information

Status: 06/22/2023 - Read second time and amended. Re-referred to Com. on APPR.

Layperson's Summary: This bill would require if a local agency provides any type of compensation or reimbursement to a member of a legislative body, local agency officials to receive at least 2 hours of fiscal and financial training every two years. This training would be provided through contracted or collaborated providers of training courses, and must be developed in consultation with experts in local government finance. Local agency officials may be exempt from the training if they comply with existing laws. If the bill is enacted, the state will need to reimburse local agencies and school districts for mandated costs. (Based on 06/22/2023 text)

Location: 06/21/2023 - Assembly APPR.
Current Analysis: 06/20/23 A Local Government (text 06/12/23)
05/20/23 S Floor Analyses (text 04/20/23)
04/28/23 S Appropriations (text 04/20/23)
04/14/23 S Governance And Finance (text 02/17/23)

Current Text: 06/22/2023 - Amended
Last Amend: 06/22/2023

SB 792

Smallwood-Cuevas, D

HTML

PDF

State property.

Progress bar



Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Bill information

Status: 05/18/2023 - Referred to Com. on A. & A.R.

Layperson's Summary: The state of California currently has a law that requires the Department of General Services to keep track of all state-owned real estate and update the inventory each year. This inventory must also include certain information provided by different state agencies and The University of California. This bill would make it so that the inventory is done and updated by the start of each year on January 1st. (Based on 03/21/2023 text)

Location: 05/18/2023 - Assembly A. & A.R.
Current Analysis: 05/10/23 [S Floor Analyses](#) (text 03/21/23)
04/21/23 [S Governmental Organization](#) (text 03/21/23)

Current Text: 03/21/2023 - Amended
Last Amend: 03/21/2023

[SB 794](#) [Niello, R](#) [HTML](#) [PDF](#)

California Environmental Quality Act: judicial challenge: identification of contributors: housing projects.

Progress bar



Bill information

Status: 04/28/2023 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/1/2023)(May be acted upon Jan 2024)

Layperson's Summary: CEQA is a law in California that requires public agencies to prepare an environmental impact report for certain projects. This bill would make it so that any lawsuits brought against the public agency for noncompliance with CEQA have to be resolved within 365 days, and it also requires anyone bringing such a lawsuit to disclose any financial or economic interests they or anyone contributing over \$100 has with the project. (Based on 03/20/2023 text)

Location: 04/28/2023 - Senate 2 YEAR
Current Analysis: 03/27/23 [S Environmental Quality](#) (text 03/20/23)

Current Text: 03/20/2023 - Amended
Last Amend: 03/20/2023

[SB 825](#) [Limón, D](#) [HTML](#) [PDF](#)

Local government: public broadband services.

Progress bar



Bill information

Status: 06/15/2023 - From consent calendar on motion of Assembly Member Reyes. Ordered to third reading.

Layperson's Summary: This bill would add metropolitan planning organizations and regional transportation planning authorities to existing laws that prohibit local government agencies from taking certain actions regarding the accessing of content on the internet by an end user. This would give extra protection to users accessing content online by expanding the list of local government agencies that are subject to the existing law. (Based on 02/17/2023 text)

Location: 06/15/2023 - Assembly THIRD READING
Current Analysis: 06/16/23 [A Floor Analysis](#) (text 02/17/23)
06/06/23 [A Local Government](#) (text 02/17/23)
04/14/23 [S Floor Analyses](#) (text 02/17/23)

Current Text: 02/17/2023 - Introduced

SB 834 **Portantino, D** [HTML](#) [PDF](#)

Housing: California Family Home Construction and Homeownership Bond Act of 2023.

Progress bar



Bill information

Status: 06/08/2023 - Referred to Com. on H. & C.D.

Layperson's Summary: Proposition 1 was a law passed in 2018 that allowed for up to \$4 billion in bonds to be sold and the proceeds used to finance housing programs and farm home and mobilehome purchase assistance for veterans. The California Family Home Construction and Homeownership Bond Act of 2023 is a new bill that is being proposed to authorize the sale of up to \$25 billion in bonds to finance the California Family Home Construction and Homeownership Program. The California Housing Finance Agency would be authorized to issue California Socially Responsible Second Mortgage Loans to eligible applicants to use as a down payment or to pay closing costs when buying a new home. The bill also would allow for Family Homeownership Opportunity Infrastructure Improvement Loans to developers to use for upfront costs related to new home construction. The bill would take effect immediately. (Based on 05/02/2023 text)

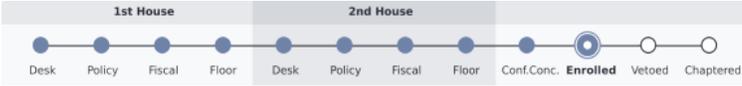
Location: 06/08/2023 - Assembly H. & C.D.
Current Analysis: 05/20/23 [S Floor Analyses](#) (text 05/02/23)
 05/12/23 [S Appropriations](#) (text 05/02/23)
 04/21/23 [S Governance And Finance](#) (text 02/17/23)
 04/13/23 [S Housing](#) (text 02/17/23)

Current Text: 05/02/2023 - Amended
Last Amend: 05/02/2023

SB 835 **Smallwood-Cuevas, D** [HTML](#) [PDF](#)

Baldwin Hills and Urban Watersheds Conservancy: watershed and open-space plan: report.

Progress bar



Bill information

Status: 07/05/2023 - Enrolled and presented to the Governor at 4 p.m.

Layperson's Summary: The Baldwin Hills and Urban Watersheds Conservancy Act creates a conservancy group in the Natural Resources Agency whose responsibility is to acquire and manage public lands in the Baldwin Hills, Ballona Creek Watershed, and Upper Dominguez Channel area. The group is expected to develop and adopt a plan for improvements in that area and report their findings to the Legislature, but this bill gives them an extra two years to do so, moving the deadline to January 1, 2026. (Based on 06/30/2023 text)

Location: 07/05/2023 - Senate ENROLLED
Current Analysis: 06/19/23 [A Appropriations](#) (text 03/21/23)
 06/09/23 [A Natural Resources](#) (text 03/21/23)
 05/10/23 [S Floor Analyses](#) (text 03/21/23)
 04/20/23 [S Natural Resources And Water](#) (text 03/21/23)

Current Text: 07/05/2023 - Enrollment
Last Amend: 03/21/2023

SB 860 **Bradford, D** [HTML](#) [PDF](#)

Office of Broadband and Digital Literacy: outreach.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/24/2023)(May be acted upon Jan 2024)

Layperson's Summary: Currently, there is a state Office of Broadband and Digital Literacy that is responsible for managing contracts related to the development, construction, and operation of a statewide open-access middle-mile broadband network. This new bill would require the office to take additional actions to address affordability and increase broadband adoption. The additional actions include coordination with relevant state agencies to ensure they are aware of discount service and device programs, and that state and local agencies provide information about these programs to eligible low-income Californians who reach out for support services. (Based on 03/20/2023 text)

Location: 05/19/2023 - Senate 2 YEAR

Current Text: 03/20/2023 - Amended

Current Analysis: 04/21/23 [S Appropriations](#) (text 03/20/23)

Last Amend:

Analysis: 04/07/23 [S Energy, Utilities And Communications](#) (text 03/20/23)

Last Amend: 03/20/2023

[SB 861](#)
[Dahle, R](#)
[HTML](#)
[PDF](#)

California Environmental Quality Act: water conveyance or storage projects: judicial review.

Progress bar



Bill information

Status: 05/19/2023 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/1/2023)(May be acted upon Jan 2024)

Layperson's Summary: CEQA is a state law that requires a lead agency to prepare or certify an Environmental Impact Report (EIR) on a project if it is found to have a significant effect on the environment, or adopt a Negative Declaration if the effect is not significant. The bill also requires the Judicial Council to adopt rules that require judicial reviews of project approvals to be resolved within 270 days of filing. The bill also requires the lead agency to prepare a record of proceedings and include a notice in the EI report. The bill also makes legislative findings and declares the need of a special statute for water projects in certain counties. Lastly, the bill states that no reimbursement is required for this act. (Based on 04/24/2023 text)

Location: 05/19/2023 - Senate 2 YEAR

Current Text: 04/24/2023 - Amended

Current Analysis: 04/28/23 [S Appropriations](#) (text 04/24/23)

Last Amend:

Analysis: 04/14/23 [S Judiciary](#) (text 04/10/23)
03/27/23 [S Environmental Quality](#) (text 02/17/23)

Last Amend: 04/24/2023

[SB 866](#)
[Caballero, D](#)
[HTML](#)
[PDF](#)

Land use: housing.

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Bill information

Status: 03/01/2023 - Referred to Com. on RLS.

Layperson's Summary: This law recognizes the need for making housing available and affordable for all Californians. This bill is trying to make changes to the law, but they aren't major changes. They are more like small adjustments. (Based on 02/17/2023 text)

Location: 02/17/2023 - Senate RLS.

Current Text: 02/17/2023 - Introduced

SB 867
Allen, D
HTML
PDF

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.

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Bill information

Status: 07/06/2023 - July 10 hearing postponed by committee.

Layperson's Summary: The California Drought Water Parks Climate Coastal Protection and Outdoor Access For All Act of 2018 was approved by the voters as Prop 68. It authorized the issuance of \$4100,000,000 in bonds to fund programs related to drought, floods, fire and forest resilience, coastal protection, extreme heat mitigation, park creation and outdoor access, and clean energy. A new Bond Act of 2024 was proposed by this bill, which would authorize the issuance of \$15,500,000,000 in bonds to fund similar programs if approved by the voters in the 2024 statewide primary election. These provisions will only take effect if a different bill (known as SB 638) is enacted and takes effect before January 1 2024. (Based on 06/22/2023 text)

Location: 06/20/2023 - Assembly NAT. RES.

Current Analysis: 06/16/23 [A Water, Parks And Wildlife](#) (text 05/18/23)

05/23/23 [S Floor Analyses](#) (text 05/18/23)

05/18/23 [S Appropriations](#) (text 04/19/23)

05/05/23 [S Appropriations](#) (text 04/19/23)

04/28/23 [S Governance And Finance](#) (text 04/19/23)

04/21/23 [S Governance And Finance](#) (text 04/19/23)

03/23/23 [S Natural Resources And Water](#) (text 02/17/23)

Current Text: 06/22/2023 - Amended

Last Amend: 06/22/2023

SBX1 1
Jones, R
HTML
PDF

Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.

Progress bar



Bill information

Status: 03/28/2023 - From committee without further action.

Layperson's Summary: The California Global Warming Solutions Act of 2006 sets up the State Air Resources Board as the agency responsible for controlling and regulating sources that release greenhouse gases. The act requires that the Board adopt regulations to reduce greenhouse gas emissions to 40% below the limit by 2030. To make sure this gets done, the Board adopted regulations called the Low Carbon Fuel Standard. This bill will stop the Board from using regulations to lower emissions for one year and would also give exemptions to transportation fuel suppliers. To make up for money lost, the bill would transfer money from the General Fund to the Greenhouse Gas Reduction Fund. It also suspends the Motor Vehicle Fuel Tax Law, which is a tax on

motor fuel. It requires sellers of motor vehicle fuels to provide a receipt that shows the amount of tax that normally applies. It states that the money saved must be passed on to the end consumer and violation is an unfair competition law. The bill will take effect immediately. (Based on 12/05/2022 text)

Location: 12/05/2022 - Senate RLS.

Current Text: 12/05/2022 - Introduced

- SBX1 2
- Skinner, D
- HTML
- PDF

Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.

Progress bar



Bill information

Status: 03/28/2023 - Approved by the Governor. Chaptered by Secretary of State. Chapter 1, Statutes of 2023-24 First Extraordinary Session.

Layperson's Summary: This bill changes the existing law which requires operators of refineries in the state to submit a report to the State Energy Resources Conservation and Development Commission each month containing certain information related to their production of gasoline. It requires the commission to post certain information on its website and authorizes them to set a maximum gross gasoline refining margin and penalties for any refiner that exceed it. The bill also requires the commission to consider requests for exemption from the maximum margin and to deposit any penalties collected into the Price Gouging Penalty Fund. It also requires the California State Auditor to complete an audit and performance review of the maximum gross gasoline refining margin and penalty, as well as require commission and the State Air Resources Board to prepare a Transportation Fuels Transition Plan. In addition, it establishes the Division of Petroleum Market Oversight in the commission and the Independent Consumer Fuels Advisory Committee to advise them. Lastly, the bill changes the reporting requirement and increases the amount for civil penalties imposed. (Based on 03/28/2023 text)

Location: 03/27/2023 - Senate CHAPTERED

Current Analysis: 03/27/23 [A Floor Analysis](#) (text 03/20/23)

03/24/23 [A Committee On Utilities And Energy](#) (text 03/20/23)

03/23/23 [S Floor Analyses](#) (text 03/20/23)

03/23/23 [S Floor Analyses](#) (text 03/20/23)

03/22/23 [S Appropriations](#) (text 03/20/23)

03/22/23 [S Energy, Utilities And Communications](#) (text 03/20/23)

Current Text: 03/28/2023 - Chaptered

Last Amend: 03/20/2023

Total Measures: 222
Total Tracking Forms: 222

Attachment: 03 - LCMC - 071823 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)



AGENDA ITEM 4
REPORT

Southern California Association of Governments
July 18, 2023

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Francisco Barajas, Senior Legislative Affairs Analyst
(213) 630-1400, barajasf@scag.ca.gov

Subject: AB 833 (Rendon): Freeway Caps

RECOMMENDED ACTION:

Support

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

Staff recommends support for Assembly Bill (AB) 833 (Rendon), which would require the Department of Transportation (Caltrans) to prepare a plan for adding caps to freeway segments that divide disadvantaged, underrepresented, urban communities and present it to the Legislature by January 1, 2030. The plan would include, at minimum: (1) the location of each freeway segment that divides a disadvantaged, underrepresented, urban community; (2) a list of those freeway segments where constructing a cap is feasible; and (3) an estimate of the cost and time required to construct the cap.

BACKGROUND:

State and Federal Reconnecting Communities Programs:

The federal Reconnecting Communities Pilot grant program, established under the Infrastructure, Investments and Jobs Act (IIJA) of 2021, supports planning, capital construction, and technical assistance to restore community connectivity through the removal, retrofit, mitigation or replacement of eligible transportation infrastructure that creates barriers in communities.

At the state level, the California legislature established the Reconnecting Communities: Highways to Boulevards Pilot Program through Caltrans in 2022 to achieve a similar set of goals, allocating \$149 million toward the program. As with its federal counterpart, the state program is intended to plan for and fund the conversion of key underutilized highways in the state into multi-modal corridors to reconnect communities divided by transportation infrastructure. The grants will be awarded based

on a competitive “Call for Communities.” Caltrans will then select three communities, one in an urban area, one in a rural area, and one along a corridor.

SCAG Highways to Boulevards Regional Study:

In 2021, SCAG secured a federal earmark to conduct a Highways to Boulevards Regional Study to identify and evaluate urban highways within the SCAG region through a collaborative process with local jurisdictions and community stakeholders, particularly looking for those that intersect with Environmental Justice Areas, Disadvantaged Communities, and/or Communities of Concern. The goal of the study is to develop a feasibility assessment and guidance for cities, identifying potential highway corridors that can be converted or capped, positioning the region to compete for related funding opportunities through the state and federal Reconnecting Communities programs.

SCAG is currently working with Caltrans to obligate funds and initiate the study, which we anticipate will begin in November 2023.

AB 833 (Rendon) Analysis:

In line with the goals of the state and federal Reconnecting Communities programs, as well as SCAG’s own Highways to Boulevards Regional Study, AB 833 (Rendon) seeks to reconnect disadvantaged urban communities by having Caltrans prepare a feasibility assessment for adding “freeway caps” to existing freeways that have divided communities.

A “freeway cap” is a large overpass built over an existing highway, creating spaces that can be used for parks or housing and including bike lanes and pedestrian connectors that can serve as a way of reconnecting a community divided by the highway. The plan, due to the Legislature by January 1, 2030, would include:

1. The location of each freeway segment that divides a disadvantaged, underrepresented, urban community.
2. A list of those freeway segments where constructing a cap is feasible.
3. An estimate of the cost and time required to construct the cap.

Such studies have been completed by Caltrans in the past. In 2016, Caltrans District 11, in coordination with SANDAG and the City of San Diego, worked with a consultant team to study developments and best practices for freeway caps, along with potential pros, cons, and funding sources. Specifically, they engaged the community to consider the opportunities and challenges for a cap over State Route 94.

Recommendation:

Staff recommends a support position for AB 833 (Rendon), as it is consistent with the equity goals in our platform and furthers the goals of SCAG’s Highways to Boulevards Regional Study. As part of that support, staff recommends encouraging the author to consider amending the bill to include a

requirement that Caltrans consider public/private partnerships when conducting their feasibility analysis. Such partnerships have been proven to expedite project delivery timelines while bringing project delivery costs down when applicable, increasing the feasibility that the identified projects be constructed, in turn increasing their competitiveness for state and federal grant funding opportunities.

The bill was pulled by the author in the Senate Transportation Committee on July 11, 2023 so the author can develop it further in the fall and bring it back at the start of the new legislative year in 2024. Taking a support position now will ensure SCAG is received as a full partner in any potential amendments and refinements to the legislation this fall and next year.

Bill language can be accessed at:

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB833

FISCAL IMPACT:

Work associated with the staff report on AB 833 (Rendon): Freeway Caps is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. AB 833 - Rendon - Fact Sheet

AB 833 (Rendon) – Freeway Caps

SUMMARY

AB 833 requires the Department of Transportation (Caltrans) to conduct a feasibility assessment for adding caps or other connective measures to certain freeway segments that divide disadvantaged urban communities.

BACKGROUND

The interstate highway system runs through numerous urban areas with disadvantaged residents, and separates them from nearby communities, and economic opportunity. A prime example of this is the Interstate 10 that runs from Santa Monica through Los Angeles, San Bernardino, Palm Springs, and on to Arizona. Its construction created a barrier between the northern parts of the L.A. Basin and the more economically disadvantaged communities such as Boyle Heights and Watts, which were displaced and detached from wealthier communities. In Assembly District 62, the 710 Freeway bisects my district and splits multiple cities apart.

One method to re-connect such divided communities is freeway caps or lids. Freeway caps are a type of deck-bridge built atop a highway which can serve several purposes.

The Washington State Convention Center, for example, is located on a freeway cap along with a park. Capitol Crossing in Washington D.C. is a mixed-use building real estate development located on top of the Interstate 395, containing of restaurants, cafés, and a parking garage. The Seattle Convention Center consists of exhibition halls and meeting rooms, as well as a hotel and office tower, all located on top of a section of Interstate 5. Closer to home in San Diego, the Teralta Neighborhood Park in City Heights is a 5.4-acre freeway lid above Interstate 15. It hosts a park with a playground, gazebos, picnic tables, and a basketball court.

PROBLEM

Across California, communities endure division and adverse health effects because of the freeways running through them. Historically, disadvantaged and urban areas suffer disproportionately from this unfortunate circumstance.

SOLUTION

AB 833 will task Caltrans with preparing a feasibility assessment for adding caps or connective measures to existing freeways that divide disadvantaged urban communities. This bill will take the initial steps to help alleviate this situation by reconnecting our neighborhoods and providing them with beneficial spaces such as bike lanes, pedestrian connectors, parks, and other communal gathering places. Once completed by January 1, 2030, such an assessment will create a roadmap for bridging historical divides and promoting greater well-being for the residents of these communities.

STAFF CONTACT

Brandon Seto
Legislative Director
Office of Speaker Emeritus Anthony Rendon
Email: Brandon.Seto@asm.ca.gov
Phone: 916-319-3556



AGENDA ITEM 5
REPORT

Southern California Association of Governments
July 18, 2023

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Kevin Gilhooley, Department Manager
(213) 236-1878, Gilhooley@scag.ca.gov

Subject: Updates on Priority Legislation

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

SCAG is monitoring over 200 legislative bills that relate to active transportation, affordable housing and housing production, land use, transportation, California Environmental Quality Act (CEQA) modernization, and more. At the January 2023, March 2023, and May 2023 meetings of the Legislative/ Communications and Membership Committee (LCMC), staff identified several bills that would require priority attention and engagement for the legislative cycle. For today’s meeting, staff provides an update on some of the bills previously identified to keep the LCMC apprised of their status.

BACKGROUND:

SCAG is monitoring over 200 legislative bills that relate to active transportation, affordable housing and housing production, land use, transportation, California Environmental Quality Act (CEQA) modernization, and more. Today’s agenda packet includes all of these legislative bills as part of the Legislative Tracking Report contained in the Consent Calendar. Of these more than 200 legislative bills, staff has identified several that have or have had the potential to significantly impact SCAG, the region, and/or our member agencies.

For today’s meeting, staff provides informational updates on Assembly Bill (AB) 6 (Friedman), AB 7 (Friedman), AB 645 (Friedman), AB 825 (Bryan), AB 1332 (Carrillo), AB 1335 (Zbur), and AB 1525 (Bonta).

Staff will continue to monitor these bills, and others, and report back to the committee at future LCMC meetings.

Summaries of the eight bills are included below.

Bill: [AB 6](#) **Author:** Assemblymember Laura Friedman (D-Glendale)

Title: Transportation Planning

Status: Held in Senate Transportation Committee as a two-year bill.

SCAG Position: Oppose

Current Update:

AB 6 passed the State Assembly on June 1, 2023, by a vote of 45-19-16. While there was some discussion concerning additional amendments to AB 6, the bill has remained unchanged since March 16, 2023. After the June 1, 2023, Assembly floor vote, AB 6 was referred to the Senate Transportation Committee where it was held as a “two-year bill.”

Background:

AB 6 would require the California Air Resources Board (CARB) to establish additional targets for 2035 and for 2045. SB 375 (Chapter 728, Statutes of 2008) directs CARB to set regional targets for reducing greenhouse gas (GHG) emissions from the automobile and light-duty truck sector for 2020 and 2035. SB 375 also requires MPOs to create Sustainable Communities Strategies in conjunction with their Regional Transportation Plans. In 2018, CARB updated SCAG’s assigned GHG reduction target to 19 percent per capita by 2035, relative to 2005 levels. SCAG’s 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), marketed as Connect SoCal, represents the vision for achieving that regional GHG reduction goal.

AB 6 would also require MPOs to submit their RTP/SCS technical methodology to CARB for approval at least 60 days prior to starting their public participation processes. State law requires MPOs to adopt a public participation plan for the development of their SCSs that must include active participation from a broad range of stakeholders, consultation with transportation agencies, public workshops throughout the region, circulation of the draft SCS, public hearings, and informational hearings tailored for the region’s city and county elected officials.

In addition, this bill would require MPOs to submit their adopted SCSs to CARB within 120 days of the plan’s adoption by its board of directors. The bill would also extend CARB’s review period from 60 days to 180 before CARB is required to accept or deny an MPO’s SCS.

Lastly, AB 6 would require that each application for the Solutions for Congested Corridors Program (SCCP) demonstrate how the proposed project would contribute to achieving the state’s GHG

emissions reduction targets. SB 1 (Chapter 5, Statutes of 2017) created this competitive program to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state.

Analysis:

Connect SoCal represents the vision for Southern California's sustainable future. The plan includes policies, strategies, and projects for advancing the region's mobility, economy, and sustainability through 2045. Currently, SCAG is updating Connect SoCal with an anticipated adoption in 2024 and a horizon year of 2050. As such, SCAG's SCS horizon date already exceeds AB 6's proposed, new targets for 2035 and 2045. New targets for 2035 and 2045 would result in additional model runs but may not represent a tremendous burden.

SCAG objects to AB 6's proposal to require MPOs to submit the RTP/SCS Technical Methodology to CARB for approval at least 60 days prior to starting its public participation process. With this proposal, it is unclear what problem AB 6 attempts to solve. CARB's SCS Guidelines acknowledge that the development of the Technical Methodology is an iterative and ongoing process. Currently, SCAG staff meets at least quarterly with CARB staff to discuss the development of Connect SoCal, including the development of the Technical Methodology. CARB evaluates Connect SoCal's draft Technical Methodology, including its aggregated strategies, measures, and policies, that help to reduce per-capita GHG emissions. The strategies, measures, and policies collectively result in the achievement of our region's GHG reduction goal. Additionally, SCAG collaborated with CARB as the SCS Program and Evaluation Guidelines were updated. This collaboration was essential to ensuring Connect SoCal aligns with state expectations. The final technical methodology, however, was submitted to CARB after adoption of Connect SoCal.

Furthermore, the purpose of SCAG's SCS public participation is to present the public with challenges and potential solutions. The public participation does not achieve a level of detail that would inform the Technical Methodology.

AB 6 would require SCAG to submit the SCS to CARB within 120 days of the plan's adoption by the Regional Council and would triple the time CARB has to review the plan from 60 days to 180. This is another solution in search of a problem. The Affordable Housing Sustainable Communities Program, Solutions for Congested Corridors Program, Local Partnerships Program, Trade Corridor Enhancement Program, Infill Infrastructure Grant Program, among many others, require a proposed project to support the implementation of a region's adopted SCS. These programs offer billions of dollars of state funding for local and regional projects. Eligibility for these funding programs already provide the necessary incentive to submit an RTP/SCS to CARB for approval immediately upon its adoption by the Regional Council.

Increasing the time for CARB to evaluate SCAG's SCS only prolongs the back-and-forth between CARB and SCAG and discourages the expeditious approval of the RTP/SCS. In addition, the extended timeframe has the potential to impact a project's eligibility for any of the funding programs mentioned above.

Lastly, AB 6 requires applications for the Solutions for Congested Corridors Program to demonstrate how the proposed project would contribute to achieving the state's GHG emissions reduction targets. SB 1 created this competitive program to fund projects that achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. For the SCAG region, the most recent cycle of the SCCP resulted in awards for the Los Angeles County Metropolitan Transportation Authority for the construction of express lanes infrastructure on the I-105. In addition, San Bernardino County Transportation Authority received awards for the construction of bus rapid transit stations and the purchase of 18 new zero emission buses.

Applications for the SCCP must be included in an adopted RTP/SCS that CARB has determined achieves the region's GHG reduction goals. In addition, each project is also required to complete an environmental analysis, pursuant to the California Environmental Quality Act (CEQA), including an SB 743 transportation analysis. The SB 743 transportation analysis measures the actual transportation-related environmental impacts of any given project and requires that they be mitigated. While this provision of AB 6 does not represent a tremendous burden, it is duplicative with existing climate-related safeguards.

SCAG adopted an oppose position on AB 6 at the June 1, 2023, Regional Council meeting.

Bill: [AB 7](#) **Author:** Assemblymember Laura Friedman (D-Glendale)

Title: Transportation Project Selection Process

Status: Passed Senate Transportation Committee 10-4-2 on 7/11/23. Referred to the Senate Appropriations Committee.

SCAG Position: Oppose

Current Update:

AB 7 passed the State Assembly on May 31, 2023, by a vote of 54-17-9. While AB 7 still aims to reform the selection process for transportation projects to include many of the goals and objectives of the Climate Action Plan for Transportation Infrastructure (CAPTI), the bill was amended on June 28, 2023, to remove reference to the goals and objectives of the Infrastructure Investment and Jobs Act (IIJA).

The bill was additionally amended to require certain changes to the California Transportation Plan (CTP), a five-year planning document that establishes a long-range vision and set of goals, policies, and recommendations to help guide transportation decisions and investments in California. First, AB 7 would require the CTP to include a financial element that summarizes the full cost of the plan's implementation and summarizes the available revenues that could be used for that purpose, and an analysis of what is feasible within the plan's planning period if constrained by a realistic projection of available revenues.

Second, AB 7 would require the CTP to include a list of example projects completed under each funding program, address how those programs advance CAPTI priorities as well as the priorities of the IJJA and the federal Justice40 initiative, and disclose the percentage of the programs' funds that benefit disadvantaged communities.

The bill was heard in the Senate Transportation Committee on Tuesday, July 11 and was passed by a vote of 10-4.

Background:

As presented to the LCMC on May 23, 2023, AB 7 would have applied some IJJA and CAPTI principles to the selection process for each transportation project that would be funded, at least partially, from the following state funding sources:

- The State Highway Account
- The Road Maintenance and Rehabilitation Account
- A local transportation fund
- The Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006
- The Highway Users Tax Account
- The Trade Corridor Enhancement Account

While AB 7 still aims to reform the selection process for transportation projects to include many of the goals and objectives of the CAPTI, the bill was amended on June 28, 2023, as described above.

SCAG adopted an oppose position on AB 7 at the June 1, 2023, Regional Council meeting.

Bill: [AB 645](#) **Author:** Assemblymember Laura Friedman (D-Glendale)

Title: Automated speed safety enforcement pilot program.

Status: Passed Senate Judiciary Committee 10-1 on 7/11/2023. Referred to the Senate Appropriations Committee.

SCAG Position: Watch.

Current Update:

This bill was slightly amended to clarify what should be included in the required impact report, when warning notices should be given, adding a new traffic calming measure, and details about the process for if a vehicle incurs a violation while stolen and in the Senate Transportation Committee where it passed with 10 ayes and 5 noes. The bill was referred to the Senate Judiciary Committee where it will be heard on July 11, 2023.

Since the Regional Council adopted a “watch” position on AB 645 at its meeting on July 6, 2023, staff scheduled a meeting with Assemblymember Friedman’s office to provide feedback from the LCMC. Staff communicated the LCMC’s concerns about privacy protections, how the provisions would be enforced without proving who was driving when a violation occurred, and commentary about the balancing safety benefits of cameras with the equity concerns of placing them in low-income communities. More details about the follow up meeting with Assemblymember Friedman’s staff are provided at the end of the background section.

Background

This bill would authorize the cities of Glendale, Los Angeles, Long Beach, Oakland, San Jose, and the City/County of San Francisco to pilot speed camera systems for five years or until January 1, 2032, in high-injury areas and school zones in limited numbers based on population. The bill would require participating jurisdictions to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report. The Speed Safety System Use Policy shall outline policies regarding the purpose and use of the speed cameras. The Speed Safety System Impact Report shall include an assessment of the impact of the pilot on civil rights, a description of the speed cameras, an estimate of costs, an evaluation of the areas where cameras will be deployed, and why those particular locations may be experiencing high fatality and injury collisions. The bill requires participating jurisdictions to inform the public of the pilot at least 30 days before enforcement begins and only issue warning notices within the first 60 days of the pilot, after which violations may be issued. Participating jurisdictions may only continue to operate the speed cameras at a specific location if it reduces speed violations unless they install traffic calming measures and speed feedback signs in areas where cameras do not reduce speeding.

The bill sets fines of \$50, \$100, \$200, or \$500 for going over the speed limit by 11 mph, 16 mph, 26 mph, or 100 mph, which participating jurisdictions are required to reduce for those under the poverty line or offer community service. The bill requires that revenues be spent on program costs, including traffic calming measures, installation costs, arbitration of violations, and reporting requirements for performance metrics. Excess revenues must be spent on traffic calming measures within three years, or they will revert to the State Active Transportation Program. Participating jurisdictions must submit a report to the Legislature by March in the fifth year of implementation of the pilot. They must also abide by confidentiality provisions relating to the retention and disposal of information captured by the speed cameras.

This bill passed 58 to 7 on the Assembly Floor and is now being heard in the Senate. According to the Appropriations Committee, this bill will have significant costs for local governments, which the State will not reimburse since its provisions are optional, and revenues from the pilot will help offset costs. The City of San Jose, the Glendale Police Department, and Streets for All are a few of the bill's co-sponsors. Other organizations in support include Active San Gabriel Valley, BikeLA, the cities of Long Beach, West Hollywood, Los Angeles, and the Santa Monica Safe Streets Alliance. Organizations in opposition include ACLU California Action and the Electronic Frontier Foundation. Opponents argue that while the State has many unsafe streets, automated enforcement and ticketing raise privacy and equity concerns. They argue that the state can improve safety by investing in enhancing roads rather than taxing residents via fines.

At the LCMC meeting on May 23, 2023, staff presented AB 645 (Friedman) to the Committee for informational purposes only. The LCMC inquired about expanding the scope of the cities authorized to pilot the speed safety system. Upon investigating further, staff learned that Assemblymember Friedman limited this bill to the aforementioned cities and counties due to negotiations with the bill's opposition and agreed not to expand the pilot. The committee also inquired about the downsides of AB 645, in which staff clarified that the American Civil Liberties Union (ACLU) and other related organizations posed various privacy and equity concerns. Some members expressed that the strong data retention provisions are essential to ensure jurisdictions sufficiently protect their residents' privacy. Other members inquired about the delayed fines and expanding the scope of the jurisdictions authorized to pilot the speed safety system.

Given positive feedback at the May LCMC, staff brought AB 645 back and presented it to the LCMC at its meeting on June 20, 2023, with a recommendation to support. After hearing the presentation, members had additional questions and expressed various concerns about the bill. Members expressed concerns including how violations would be enforced given that there would be photographic evidence of the vehicle, but no proof of who was driving a vehicle when a violation was committed. Members also asked various questions to clarify which types of speed cameras would be used in the pilot and whether cities could use them for purposes other than speeding enforcement. Lastly, members also expressed privacy concerns, especially given that the American Civil Liberties Union (ACLU) registered opposition to the bill.

Ultimately, the LCMC voted to forward a "watch" position on AB 645 (Friedman) to the Regional Council (RC), which the RC adopted at its July 6, 2023, meeting. As a follow-up, staff scheduled a meeting with Assemblymember Friedman's staff to provide feedback from the LCMC. In response to concerns regarding issuing tickets to a vehicle rather than the driver, the Assemblymember's staff noted that this bill's enforcement mechanism is a civil violation issued to the vehicle, which is similar to issuing parking tickets. This mechanism is in contrast to red light cameras, which are enforced via charging an individual with a criminal violation, which could result in legal issues if the

photographic evidence does not allow for the identification of the driver. Since AB 645 will issue fines through civil violations, it will avoid the legal issues associated with criminal violations where it is important to identify the driver, as it is unnecessary to do so to issue the citation. In fact, several cities, including Chicago, New York, and Baltimore enforce speed limits via civil violations. The Assemblymember's staff asserted that this also addresses privacy concerns, as jurisdictions would only need to collect a photo of the license plate, which is the only data they are allowed to retain. The bill also includes specific provisions relating to how a driver can have violations waived if the driver has evidence that the vehicle in question was stolen during the time when a violation was issued.

Bill: [AB 825](#) **Author:** Assemblymember Isaac Bryan (D-Culver City)

Title: Legalizes biking on sidewalks.

Status: Passed Senate Transportation Committee 12-4 on 7/11/2023. Referred to the Senate Appropriations Committee.

SCAG Position: Watch.

Current Update:

After the RC adopted a watch position on AB 825 at the July 6, 2023, RC meeting, SCAG staff met with the author's office to communicate the LCMC's concerns about the bill applying on all streets and highways, lack of funding for increased costs to implement the provisions, electric bikes riding on the sidewalks and endangering pedestrians, and that a 10 mile-per-hour speed limit would be difficult to enforce.

The author informed staff that this bill would be amended in the Senate Transportation Committee on July 11, 2023, to exempt business activity districts, add a requirement for the California Highway Patrol to submit a report to the legislature regarding the effects of the bill, add more clarification to ensure bicyclists do not endanger pedestrians, and add a provision to sunset the bill in 2031.

More details about the follow up with Assemblymember Bryan's staff is provided at the end of the background section.

Background

This bill would prohibit cities and counties from restricting the use of bicycles on sidewalks next to highways that do not include Class I, II, or IV bikeways. It would also establish a 10-mile-per-hour speed limit on bikes utilizing the sidewalk and require a bicycle user riding on the sidewalk to yield the right of way to pedestrians.

AB 825 passed by a vote of 11 to 4 in the Assembly Transportation Committee, 12 to 3 in the Assembly Appropriations Committee and 61-14 on the Assembly Floor. The Assembly

Appropriations Committee determined that this bill would have minor costs. The bill is now in the Senate, where it was referred to the Senate Transportation Committee and it is awaiting a hearing. Streets for All sponsored this bill, and other supporters include Active San Gabriel, Norwalk Unidos, California Bicycle Commission, and California Walks. Livable California is the only organization with registered opposition.

At the LCMC meeting on May 23, 2023, staff presented AB 825 (Bryan) to the Committee for informational purposes only. The committee asked various questions and commented on the bill, but was generally supportive. Specifically, committee members inquired about the downsides of AB 825, of which staff mentioned that it might pose an issue of local control.

Given positive feedback at the May LCMC, staff brought AB 825 back and presented it to the LCMC at its meeting on June 20, 2023, with a recommendation to support. After hearing the presentation, members had additional questions and expressed various concerns the bill. Members asked for clarification on whether the provisions would apply only to sideways next to highways, or if they would also be enforced on all city streets. Members expressed concerns that applying these provisions on all streets would endanger pedestrian safety. Members also expressed concerns that the bill would not provide funding for cities and counties to enforce its provisions, which could include signage, public messaging, and other costs. Further, members also expressed concerns about electric bikes being allowed on sidewalks since they could also pose a significant danger to pedestrians, and the bill does not address them. Lastly, while some members thought a proposed 10-mile-per-hour speed limit was a good attempt to protect pedestrian safety, others questioned the feasibility of enforcing it.

Ultimately, the LCMC voted to forward a “watch” position on AB 825 (Bryan) to the Regional Council (RC), which the RC adopted at its meeting on July 6, 2023. As a follow-up, staff communicated the LCMC’s comments and concerns to Assemblymember Bryan’s staff. Staff suggested that the bill be amended only to apply to highways, as they had clarified that the bill was intended to apply to all highways and streets. Staff also suggested that the bill add language to explicitly exclude motorized or electric bicycles from being allowed to ride on sidewalks. Staff also communicated the LCMC’s concerns about increased risks to pedestrians, especially since it would be hard to enforce the 10-mph speed limit for bikes. In response, the Assemblymember’s office agreed to add a clarifying statement to make it easier to cite bicyclists who are endangering pedestrians. AB 825 was additionally amended to exempt business activity districts, sunset the bill in 2031, and require that the California Highway Patrol create a report detailing the results of AB 825.

At the time of writing this report, AB 825 passed out of the Senate Transportation Committee on July 11, 2023, by a vote of 12-4.

Bill: [AB 1332](#) **Author:** Assemblymember Juan Carrillo (D-Palmdale)
Title: Accessory dwelling units: preapproved plans.
Status: Passed Senate Governance & Finance Committee 8-0 on 7/5/23. Referred to Senate Committee on Appropriations.
Position: Support if Amended

Current Update:

AB 1332 (Carrillo) was last heard in the Senate Government and Finance Committee on July 5, 2023, where it was approved unanimously with a committee amendment and referred to the Senate Committee on Appropriations. The amendment adopted into the bill ensured that preapproved plans reflect current building codes.

During the May LCMC meeting, committee members forwarded a “Support if Amended” position for the bill, which was adopted by the RC on June 1, 2023. The two specific amendments included:

- (1) Task the California Department of Housing and Community Development (HCD) with developing model preapproval programs that local jurisdictions can use to comply with the law; and
- (2) Provide local jurisdictions with liability protection, as posting the pre-approved plans and providing the contractors’ contact information could be perceived by the public as endorsement from local jurisdictions.

After the RC meeting, SCAG staff met with the author’s office to communicate the issues and feedback provided by the LCMC. There were five main take-aways from that meeting.

- (1) The author’s staff declined to support SCAG’s first, requested amendment. From their perspective, the bill language simply requires local jurisdictions to put any plans on their website once those same plans have already been reviewed and approved by the jurisdiction’s planning staff.
- (2) **Pre-approval process:** SCAG staff wanted to ensure that local jurisdictions would be able to manage a sudden increase in applications for posting pre-approval plans from contractors desiring to get their plans on local jurisdictions’ websites. The author’s office stated that, as the bill is currently written, local jurisdictions would only have to consider ADU applications for existing projects. SCAG staff requested clarifying language to ensure that this intent is easily understood in the bill.
- (3) **Permit review fees:** The bill language allows for local jurisdictions to charge fees for reviewing the ADU pre-approved applications. SCAG staff identifies some ambiguity on

- this topic, however. The author's staff clarified that local jurisdictions would have the ability to charge a fee every time their local planning staff reviews an application, as the language is currently written. SCAG staff requested clarifying language on this concern as well.
- (4) **Program maintenance:** Once a pre-approved ADU plan is placed on a local jurisdiction's website, its planning staff must maintain the program, ensuring that all pre-approved plans remain applicable given any changes to the city or county's building and zoning codes. In cases where building and zoning codes change before planning staff has an opportunity to review the plans and address them as necessary, SCAG staff requested that the bill include a statement clarifying that pre-approved plans do not supersede current building and zoning codes.
- (5) **Liability protection:** Lastly, SCAG staff requested that the bill be amended to protect local jurisdictions from liability for placing contact information on their websites as mandated by the bill.

Unfortunately, the first topic was rejected by the author's office, however, the author expressed a willingness to work with SCAG on addressing the other four issues. SCAG staff will continue to collaborate with the author's office during the Summer Recess.

Background:

AB 1332 (Carrillo) would require local governments to create a program for the pre-approval of Accessory Dwelling Units (ADUs) by January 1, 2025. The program would have to comply with all requirements, including accepting ADU plan submissions for pre-approval; approving or denying the applications for pre-approval pursuant to existing ADU law, and posting the pre-approved ADU plans to their website with contact information provided by the applicant. Local agencies would be able to charge a permitting fee for reviewing the submission for pre-approval as if they were reviewing a site-specific ADU plan.

Additionally, this bill would require local agencies to approve or deny an application for a detached ADU within 30 days from receipt of the completed application within the specified parameters, including: a plan for an ADU that has been pre-approved by the local agency, or a plan that is identical to a plan used in an application for a detached ADU approved by the local agency.

AB 1332 (Carrillo) is supported on record, as of the writing of this report, by the Bay Area Council, California Apartment Association, California YIMBY, Casita Coalition, and Govern for California. Additionally, the California Building Officials have taken a "support if amended" position. There is no opposition on file.

SCAG adopted a “Support if Amended” position at the June 1, 2023, Regional Council meeting.

Bill: [AB 1335](#) **Author:** Assemblymember Rick Zbur (D-Santa Monica)

Title: Sustainable Communities Strategy and Regional Housing Needs Assessment.

Status: Passed Senate Transportation Committee 11-2-3 on 7/11/23. Referred to the Senate Appropriations Committee.

SCAG Position: Oppose.

Current Update:

This bill was amended on June 22, 2023, to require SCAG and other Metropolitan Planning Organizations (MPOs) to make certain planning assumptions in the RTP/SCS. Specifically, AB 1335 would force SCAG to accept HCD’s Regional Housing Determination as the only piece of information that could be used to forecast housing growth in the first eight years of SCAG’s 30-year RTP/SCS. Functionally, this assumption means the RTP/SCS would be assuming that the region’s entire 1.34 million RHNA determination would be constructed by 2029. SCAG’s transportation modeling would be required to include that assumption.

This bill passed the Senate Transportation Committee on July 11, 2023, on a vote of 11-2-3.

Background:

SCAG staff presented AB 1335 to the LCMC at its March 21, 2023, meeting with a recommendation to “watch” as conversations with the author were on-going. The LCMC agreed with that recommendation and forwarded a watch position to the RC. Subsequent to that action, but before the RC’s April 6, 2023, meeting, AB 1335 advanced from the Assembly Transportation Committee on a vote of 11-3-1. After consultation with the LCMC Chair, staff requested that the LCMC Chair pull AB 1335 at the April 5, 2023, Executive-Administration Committee (EAC) meeting and April 6, 2023, RC meeting and request that the RC adopt an “oppose” position. The EAC agreed and the RC adopted the “oppose” position.

The RC’s strong position on AB 1335 increased SCAG’s advocacy standing, including submitting an official letter outlining SCAG’s concerns to the author and to every member of the State Assembly from the Southern California region. The letter was also shared with SCAG’s sister agencies from the Bay Area, Monterey Bay area, Sacramento, and San Diego regions.

As originally introduced, AB 1335 would have required the Sustainable Communities Strategy (SCS) to be based on population projections produced by the Department of Finance (DOF), thereby taking away the ability for agencies like SCAG to develop our own regional growth forecasts.

On May 12, 2023, AB 1335 was amended to remove the requirement that an MPO use the population growth forecasts produced by the DOF for the SCS. The removal of this requirement was a positive development that allows SCAG to maintain its robust population, housing, and jobs projection processes, which includes the Local Data Exchange program, panel of demographic experts, and internal expert demographic staff when developing likely scenarios 25 years into the future.

Unfortunately, AB 1335 was also amended such that MPOs would have had to plan for a commensurate amount of housing from their RHNA throughout the duration of the entire SCS planning period. Functionally, this means that SCAG would have had to divide our total RHNA determination of 1.34 million by the eight-year RHNA planning period (=167,500 housing units) and then multiply that number across the total number of years of the SCS. SCAG's current RTP/SCS, the 2020 Connect SoCal, runs from 2020 to 2045 (=25 years). AB 1335 would therefore require SCAG's Connect SoCal to plan for 4.187 million new housing units in our region.

Given that California as a whole, not just the SCAG region, produced only 123,000 housing units in 2022 (a record not seen since 2008), the 4.187 million number that AB 1335 would foist upon SCAG would be completely divorced from market reality. In addition, by requiring SCAG to plan for such a huge number of housing units could have severe, unintended consequences as it relates to federal air quality conformity or our Natural and Farmlands Conservation strategy in the SCS.

Thankfully, these provisions were removed from AB 1335 on June 13, 2023, in advance of the bill's hearing in the Senate Housing Committee on June 15, 2023.

At the June 15, 2023, Senate Housing Committee hearing, however, AB 1335 was amended for a third time. These amendments went into print on June 22, 2023.

The June 22, 2023, amendments would require MPOs, including SCAG, to make certain planning assumptions in the RTP/SCS. Specifically, AB 1335 would force SCAG to accept HCD's Regional Housing Determination as the only piece of information that could be used to forecast household growth in the first eight years of SCAG's 30-year RTP/SCS. Functionally, this assumption means the RTP/SCS would be assuming that the region's entire 1.34 million RHNA determination would be constructed by 2029. SCAG's transportation modeling would be required to include that assumption.

For SCAG's planning documents, our technical experts project that 1.34 million housing units will be constructed, just over a longer period of time. SCAG's current forecast is based off development data from the construction industry that shows 54,000 new housing units were constructed in the Southern California region in 2022 – the highest annual total since 2006. As with the previous

versions of this bill, it would be irresponsible for SCAG’s planning documents to assume housing development at three times the actual rate.

There are more things SCAG must consider when forecasting future housing growth than just HCD’s RHNA determination for Southern California. These factors include migration, the private sector’s access to capital, public subsidies for affordable projects, labor availability, and raw material costs to name a few. Using the RHNA target as a planning forecast, however, will have the unintended consequence of throwing off SCAG’s ability to demonstrate Air Quality Conformity to the EPA. If the region is unable to meet air quality conformity, Southern California loses the ability to use most federal transportation dollars, including those from the IJJA.

SCAG has participated in numerous meetings with the author’s staff, the bill’s author, legislative staff, CalCOG, and representatives from our sister agencies to communicate the unintended consequences of AB 1335.

AB 1335 passed the Senate Transportation Committee on June 11, 2023, on a vote of 11-2-3.

Bill: [AB 1525](#) **Author:** Assemblymember Mia Bonta (D-Oakland)

Title: 60% of Transportation Funding Targeted for Priority Populations.

Status: Held under submission in the Assembly Appropriations Committee on 5/18/23.

SCAG Position: Two-Year Bill

Current Update:

While AB 1525 advanced from the Assembly Transportation Committee on April 24, 2023, on a 10-4-1 vote, this bill failed to advance from the “Suspense File” in the Assembly Appropriations Committee. It is being held as a two-year bill while the author works with its supporters and opponents to refine its provisions.

Background:

AB 1525 would have directed the California Department of Transportation (Caltrans), California Transportation Commission (CTC), and California State Transportation Agency (CalSTA) to adopt a criteria and evaluation process that defines “priority populations” and assesses the benefits and potential harms of proposed transportation projects. Those agencies would then be required to submit an annual report, beginning in 2026, that details how proposed projects meet the evaluation criteria while requiring them to allocate at least 60% of transportation funds to projects within five identified programs located in, benefiting, and avoiding harm to those priority populations.

The five programs that would be impacted by this bill include the:

- Interregional Transportation Improvement Program (ITIP),
- State Highway Operation and Protection Program (SHOPP),
- Solutions for Congested Corridors Program (SCCP),
- Trade Corridor Enhancement Program (TCEP), and
- Local Partnership Program (LPP – Competitive).

The 60 percent target set by the agencies would have been shared among the five identified programs. As such, the administering agencies would have had the discretion to determine individual programmatic targets amongst themselves. Caltrans, the CTC, and CalSTA would have had one year to do public outreach to identify and set the criteria for identifying a priority population, followed by one year to identify projects that would fall under those criteria. Implementation would have begun by July 1, 2026.

AB 1525 is sponsored by the Greenlining Institute and is supported by the California Bicycle Coalition, Coalition for Clean Air, Move LA, Natural Resources Defense Council, and Safe Routes to School National Partnership. The bill is opposed by the Association General Contractors, California Alliance for Jobs, California State Council of Laborers, Rebuild SoCal Partnership, Riverside County Transportation Commission, and Transportation California.

Analysis:

SCAG is deeply committed to advancing equity in transportation planning, including it as a key component of Connect SoCal. Recognizing the demographic and economic diversity throughout our vast region, SCAG's work engages stakeholders on our regional and local planning activities as we seek to eliminate racial bias and barriers in both land-use and transportation planning. In line with these efforts and with the leadership and support of Senators Dianne Feinstein and Alex Padilla, SCAG secured \$480,000 in Community Project Funding for a "Highways to Boulevards Regional Study" in the FFY 2022 Omnibus Appropriations Act. This study will identify and evaluate urban highways within the six-county SCAG region that could be converted to city streets that better fit the context of their surroundings, particularly within environmental justice areas and disadvantaged communities, working to remove barriers to mobility and economic opportunity due to highway construction.

At the May 23, 2023, meeting, staff recommended that AB 1525 (Bonta) be made into a two-year bill to give more time to assess its impacts, especially noting any potential unintended consequences. SCAG's equity goals may be aligned with the intent of AB 1525, but there may be numerous unintended consequences. Regional planning takes into consideration various other factors for assigning funding and therefore additional time is needed to evaluate the bill in the context of existing policies and programs, and to ensure that local and regionally significant projects that accomplish other public policy goals, such as air quality, economic growth, housing production, and safety, are not negatively impacted.



At the June 1, 2023, Regional Council meeting, SCAG adopted an official position requesting that AB 1525 be held as a two-year bill.

FISCAL IMPACT:

Work associated with the staff report on Priority Legislation Updates is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. AB 1335 (Zbur) - Oppose - Senate Transportation Final



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

July 3, 2023

The Honorable Lena Gonzalez
Chair, Senate Committee on Transportation
1021 O Street, Suite 7720
Sacramento, CA 95814

Re: OPPOSITION to AB 1335 (Zbur) – Complicating the Sustainable Communities Strategy.

Dear Chair Gonzalez:

On behalf of the Southern California Association of Governments (SCAG), I write to inform you of our opposition to Assembly Bill (AB) 1335, as amended in the Senate Committee on Housing on June 20, 2023. Among other things, this bill would require Metropolitan Planning Organizations, including SCAG, to “allocate” the entire Regional Housing Needs Assessment determination in the first eight years of the Regional Transportation Plan/ Sustainable Communities Strategy, thereby disrupting a technical, multi-objective plan and putting tens of billions of federal transportation dollars at risk, with no clear benefits to housing permitting or production in California.

1. The Regional Housing Needs Assessment (RHNA) and Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) are most effective when their differences are appreciated.

The RHNA program is mandated by State Housing Law as part of the periodic process of updating Housing Elements of local General Plans. SCAG receives a regional housing need determination from the Department of Housing and Community Development (HCD), which quantifies the existing need for housing based on factors like overcrowding and cost burden rates, and the anticipated need for housing based on population growth projections. SCAG then develops a RHNA allocation plan, which is the process by which all 191 cities and six counties in the Southern California region plan for their share of the region’s housing need and then update their Housing Elements and zoning laws to accommodate their share.

In March 2021, SCAG adopted our 6th cycle RHNA allocation plan, which covers the planning period of October 2021 through October 2029. For the 6th cycle, SCAG received a regional determination of 1,341,827 housing units from HCD, which was comprised of an existing need of

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Attachment: AB 1335 (Zbur) - Oppose - Senate Transportation Final (Updates on Priority Legislation)

836,857 new units to address existing housing need (i.e. the “backlog”) and 504,970 new units to accommodate anticipated population growth.

SCAG understands the issues raised by AB 1335 largely as a question of how the existing need or housing backlog portion of a RHNA determination should be addressed in an RTP/SCS, and specifically in the growth forecast. The inclusion of existing need in a RHNA determination was new to the 6th Cycle and forced SCAG to think differently about its RHNA allocation methodology. Historically, the RHNA allocations have been targeted to areas where the population is rapidly growing, following existing trends, and within the development pattern of the SCS. In the 6th cycle, SCAG’s Regional Council made a transformative policy decision to change the allocation methodology in line with new state requirements to ensure the units planned to address existing need would be in areas where people already live – and are experiencing the greatest overcrowding and highest cost burden. This resulted in a RHNA allocation plan that distributed the existing need of 836,857 housing units to the region’s most transit accessible, job accessible, and high-resource locations as defined by data elements in SCAG’s 2020 RTP/SCS.

This interplay between the RHNA and the RTP/SCS supported by an alignment in planning policies allowed for an incredibly transformative regional policy decision *because* the RHNA was not tied exclusively to the population growth reflected in SCAG’s growth forecast. Rather, the region was able to take a more nuanced approach assigning units to serve the existing population in alignment with the region’s planning policies and RHNA’s statutory objectives. The significance of this dramatic shift in regional policy is captured by the attached November 7, 2019 *Los Angeles Times* article penned by Liam Dillon, *Coastal cities give in to growth. Southern California favors less housing in Inland Empire.*

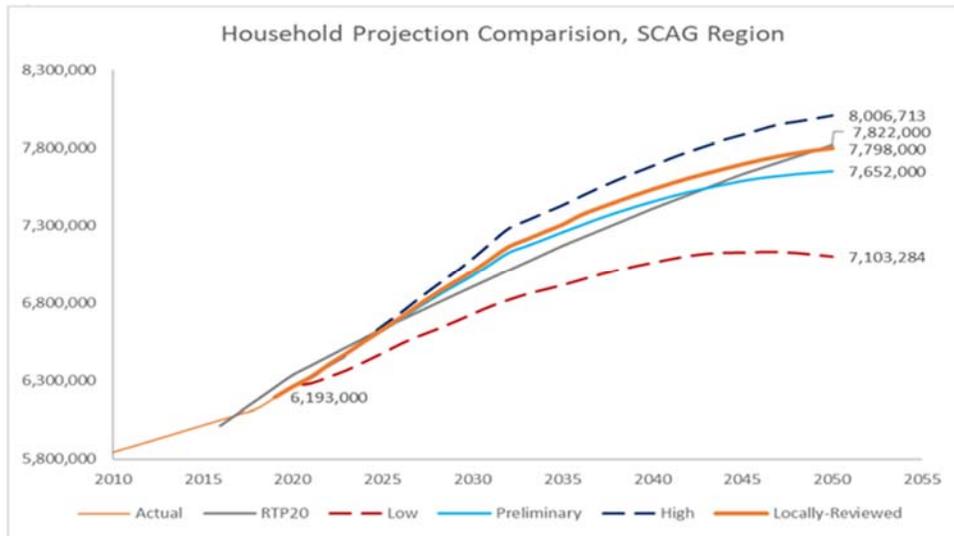
As part of our 2024 RTP/SCS update process, SCAG is now challenged to forecast the impact of local policy changes resulting from the RHNA allocation plan on the long-range growth forecast. For transportation modeling purposes, the most important consideration is where population growth is occurring over the long run, as these are the locations where transportation demand is most rapidly changing. SCAG’s model, however, also needs to be sensitive to increased rate of household formation anticipated as the result of more housing production, because household size also contributes to travel behavior. Households with more people tend to travel less per-capita.

To inform the development of the 2024 growth forecast, as called for by federal guidance, SCAG engaged a panel of technical experts to assess how housing supportive policies at the local level, along with other demographic and economic factors, will impact private development across region. Private development accounts for the vast majority of actual housing development. Beyond local policy, there may be many reasons why housing development does not occur in a given RHNA planning period. These reasons could include access to capital, the level of public subsidies needed for construction of affordable units, availability of labor, or the effect of raw materials costs to name a few.

The figure below illustrates the draft 2024 RTP/SCS household forecast. Given the uncertainty of

what future growth will look like, but to balance all the RTP/SCS’s objectives, SCAG is obligated to maintain a technically reasonable forecast. The range in future possibilities is exceptionally wide – both in terms of total growth and how that growth is arranged (e.g. compact, sprawled, or in between). It is the responsibility of an RTP/SCS to build its **planning** policies within its **projection** obligations. The preliminary projection in the figure represents a reasonable forecast within this range, which increased modestly after feedback was received by local jurisdictions.

As illustrated in the subsequent table, the total growth projection between 2020 and 2030 is 741,000 households, or approximately 74,000 households per year. This high forecast could be achieved under the most optimistic technically reasonable scenario where a variety of market, demographic, and policy factors converge. Even then this would only result in 829,000 additional households. In other words, there is no technically reasonable pathway to forecast achieving the full 6th cycle RHNA allocation within the first eight years of the RTP/SCS.



Because SCAG’s forecast must be technically reasonable, the proposed requirements of AB 1335 would be inconsistent with federal transportation planning requirements. SCAG cannot technically justify growth of 1,341,827 million households by 2029 regionwide, which would need an immediate and sustained *tripling* of the current rate of housing production. Given promising trends in housing production, however, and assumptions supported by changes in state and local policy, the region is anticipating a 30 percent increase in households over the next decade when compared to the 2020 plan, as reflected in the table below.

5-year period	Locally Reviewed 2024-2050 RTP/SCS	Final 2020-2045 RTP/SCS
2020-2025	73,400/yr.	57,000/yr.
2025-2030	74,800/yr.	57,000/yr.

Next decade:	741,000	570,000
2030-2035	60,800/yr.	53,400/yr.
2035-2040	45,400/yr.	46,300/yr.
2040-2045	32,200/yr.	46,300/yr.
2045-2050	20,600/yr.	--
3-decade plan horizon:	1,605,000	1,621,000

We support the author’s goal of realizing faster household growth enabled by the changes in local planning policies that are underway as a result of the 6th Cycle RHNA. However, this goal is not furthered by changing the federally required practice for preparing a growth forecast for an RTP/SCS. Moreover, had this requirement been in place in 2020, SCAG’s RHNA allocation would have had a far more limited impact on the RHNA program’s five statutory objectives, which need not be constrained by the historical trends that are the foundation of a growth forecast.

The more impactful place to reflect 6th Cycle RHNA in the 2024 RTP/SCS update is in the plan’s policies, which are used by local jurisdictions to determine consistency with the regional plan. As SCAG prepares to release the 2024 draft plan, we are revisiting and strengthening the policy language in support of realizing the housing production potential offered by the 6th Cycle RHNA.

The 2024 RTP/SCS update will reinforce the commitments we are already seeing from our Southern California cities and counties to address the statewide housing affordability crisis. To assist local jurisdictions through the RHNA and Housing Element update processes, the State created the Regional Early Action Planning (REAP) program in 2019 and the REAP 2.0 program in 2021. These actions represent the first time the State provided funding to regions to conduct the RHNA program and support regional housing planning efforts.

Over the past three years, SCAG has used its REAP 1 grant funding to provide technical assistance to local jurisdictions, create development streamlining initiatives, and develop a housing leadership academy, all to stimulate housing development in the Southern California region. REAP 2.0 takes the program to the next level by aligning our housing and transportation planning efforts. Through the REAP 2.0 program, funding will be made available to accelerate the implementation of regional and local plans by using local knowledge to support housing development in locations that maximize GHG emissions reductions, consistent with our region’s adopted RTP/SCS.

These planning efforts are already paying dividends: During the 2010s, the Southern California region averaged 38,000 new housing units per year, according to the Construction Industry

Research Board. As legislative reforms were taking effect, and despite pandemic disruption, from 2019 to 2022 the region added an average of 48,000 units per year.

105 of the SCAG region’s cities and counties have fully compliant Housing Elements as certified by HCD. These 105 Housing Elements represent newly identified, developable sites for 996,319 new housing units in Southern California across all affordability levels. Each of these nearly one million sites must be included in the respective jurisdiction’s Housing Element and pass HCD’s strict scrutiny for the local jurisdiction’s inventory of land suitable for residential development that can be developed within in the eight-year RHNA planning period. These site-level changes are as close to “shovels in the ground” as a planning document can be. This game-changing planning work has given our RTP/SCS expert forecasters the confidence to project 74,000 new units per year over the next decade—by far the highest sustained level in over thirty years.

To summarize, the RHNA is a housing planning requirement while the RTP/SCS growth forecast must be based on a technically credible forecast that considers factors beyond state and local policy. While the RHNA is an important tool to ensure that each jurisdiction is planning for its fair share of the region’s housing need, for other objectives of the RTP/SCS it does not always make sense to assume that HCD’s determination of housing need is the only factor that determines how much housing will be built in the future. The author’s goals are best served through the alignment of planning policies between RHNA and the RTP/SCS. As SCAG updates its 2024 RTP/SCS, we aim to strengthen this policy alignment in support of the region’s goal to realize the 6th Cycle RHNA planning goals.

2. Over-inflating Housing Production Assumptions in the RTP/SCS can Threaten Federal Transportation Conformity and the State’s ability to secure Federal Transportation Funds.

Communities use RHNA for land use planning and to prioritize local resource allocation, such as where housing can be built by right, where fire stations should be located, or where bus rapid transit lines should be established, to name only a few examples. As the construction of housing units are assumed in the RTP/SCS, federal regulations require SCAG’s transportation models to make commensurate and realistic planning assumptions on available transportation funding, economic indicators, and population changes.

As amended on June 20, 2023, AB 1335 establishes a region’s RHNA determination as the minimum housing projection for the first eight years of the roughly 30-year RTP/SCS planning period. For Southern California, AB 1335 requires the assumption that the SCAG region will construct an average of 167,500 housing units a year. This compares to an average of less than 45,000 units over the last decade and 54,000 new housing units in the SCAG region for 2022 (the highest year since before the Great Recession).

The 2024 RTP/SCS, which is currently under development, contains an extremely optimistic – yet technically supportable – assumption that an average of 74,000 units will be built each year over the next decade in the SCAG region. SCAG’s accelerated growth assumption is a reflection of the expanded capacity anticipated from the 6th Cycle RHNA as well as the state’s many pro-housing

policies, such as SB 35 (2017), AB 68 (2019), AB 2011, 2097, SB 7, SB 8, SB 9, and SB 10 (2022), and more, which have resulted in meaningful changes to how housing is planned for and constructed in Southern California.

Along with considering housing development, SCAG's RTP/SCS must demonstrate that the total emissions from on-road travel in the Southern California region's transportation system are less than or equal to emissions "budgets" established by California's State Implementation Plan (SIP). A SIP is the state's air quality plan for meeting the National Ambient Air Quality Standards, a compilation of legally enforceable rules and regulations prepared by CARB and submitted to the federal Environmental Protection Agency (EPA) for approval.

Regional emissions are estimated according to projected travel on existing and planned highway and public transportation facilities. This must be based on the latest available information and the latest EPA-approved emissions model. For transportation conformity, projected emissions from highway and public transportation use must "conform" to the allowable budget. In other words, the emissions budget acts as a ceiling on emissions from the transportation sector.

As mentioned previously, the purpose of the RTP/SCS is not a single-objective housing planning document, but a multi-objective plan that links transportation planning with growth and development. To the extent that AB 1335 requires certain assumptions on the development of housing, those assumptions may not be supported by facts on the ground used to inform the rest of the emissions model. For example, if the RTP/SCS assumes a certain level of development that is not supported by housing development permits, housing construction, the availability of labor and capital, available transportation options, or planned infrastructure improvements, federal air quality conformity will not be achieved.

If a region fails to achieve federal air quality conformity, federal transportation funds, including those from the recently passed and historic Infrastructure Investment and Jobs Act (IIJA) or the climate-protecting Inflation Reduction Act (IRA), which are funding numerous projects in the SCAG region, will be threatened. If a conformity determination is not made, a 12-month grace period may be applied and, during this time, the use of Federal transportation funds is severely restricted.

In summary, Federal regulations require that the RTP/SCS be based on projected travel on a region's existing and planned transportation network. AB 1335 would threaten the Southern California region's ability to demonstrate transportation conformity by dictating unrealistic factors that inform the emissions model.

3. RTP/SCS consistency is demonstrated by policies and strategies, not a numerical growth forecast. RHNA reform should be directed through HCD's current effort to revamp the RHNA process and methodology.

The bill author and sponsor suggest that some CEQA streamlining benefits may not be available to a project sponsor if the project is deemed inconsistent with the RTP/SCS. CEQA streamlining

is an important tool for the development of housing, however, consistency with the RTP/SCS is demonstrated by policies and strategies contained within the plan and not by the numerical growth forecast. Furthermore, SCAG is not aware of any examples of a housing projects that have been stopped or delayed based on these grounds.

SCAG recommends that efforts be directed to HCD's current RHNA reform process to ensure that the RHNA program continues to be mutually reinforcing with the RTP/SCS and transportation planning, or on CEQA reform itself.

Lastly, SCAG sincerely appreciates the dialogue the author and his staff have afforded on this highly technical yet important bill. We agree that promoting housing development is a moral imperative and we are committed to providing accurate planning information and technical assistance to help Southern California do its part to address the State's housing affordability crisis. Unfortunately, AB 1335 neither provides a silver bullet nor appears to make any meaningful advancement toward its intended goal. On the contrary, this legislation would have severe consequences, and ultimately, deleterious effects on the ability to link housing and transportation planning.

Because of the reasons listed above, we respectfully oppose AB 1335. If you have any questions, please contact Mr. Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878 or via e-mail at gilhooley@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director

cc: Members of the Senate Committee on Transportation
Assemblymember Rick Chavez Zbur

Attachment: Coastal cities give in to growth. Southern California favors less housing in Inland Empire. November 7, 2019. Liam Dillon, Los Angeles Times.

CALIFORNIA

Coastal cities give in to growth. Southern California favors less housing in Inland Empire



BY LIAM DILLON

STAFF WRITER | FOLLOW

NOV. 7, 2019 6:22 PM PT

In a dramatic shift to how Southern California cities plan to grow over the next decade, a regional agency decided Thursday to push for more housing in coastal rather than inland communities.

Under the plan, communities in Los Angeles and Orange counties will have to accommodate more than 1 million new houses — more than triple the amount of both Riverside and San Bernardino counties. Culver City, for example, will have to zone for 3,300 new homes, more than double the number than under an alternative plan, which would have given a much larger responsibility for new housing to the Inland Empire.

“This is a moment of our growing up,” Los Angeles Mayor Eric Garcetti said after the vote. “I understand the fear where people are like: ‘No, just keep [housing] out and maybe my traffic won’t get worse.’ Well, we’ve tried that for three decades and it’s failed. This is a new beginning.”

Thursday’s vote by the Southern California Assn. of Governments was required under [a 50-year-old state law](#), which tells cities and counties to plan every eight years for enough growth in their communities to meet projected population increases and to

account for other factors that could indicate a need for more development.

[The law has been criticized as toothless](#) because it does not ensure the construction of planned housing. But it could push local governments to zone for more growth than they'd like because it mandates that there be enough land to meet the state's housing projections.

Those advocating for growth along the coast on Thursday cited a desire to build more housing near transit and jobs centers, meeting the intense demand for new homes and reducing the long commutes that lead to increased carbon emissions.

Culver City Mayor Meghan Sahli-Wells said she supported the coastal plan because climate change is an emergency.

“This is the Titanic,” Sahli-Wells said during the meeting. “It is not too late to steer away from death.”

In contrast, officials from communities that wanted more growth inland cited the already exorbitant housing costs along the coast in cities with little vacant land. Peggy Huang, a member of the Yorba Linda City Council in Orange County, said higher-density housing is likely to be too expensive for many residents and so the region should work instead to encourage job growth in more far-flung areas where it's more affordable.

“We should be encouraging companies to go out there,” Huang said. “Don’t look at us. Go over there.”

Thursday’s vote comes amid months of intense wrangling, both between Gov. Gavin Newsom and officials in Southern California, and among cities in the region.

Representatives from local governments make up the board of the Southern California Assn. of Governments, a public agency that represents 19 million residents in Los Angeles, Orange, Imperial, Riverside, San Bernardino and Ventura counties. The choice they faced was stark.

In the plan that would have pushed growth to the Inland Empire, the desert city of Coachella would have had to zone to accommodate 15,100 new homes while Orange County’s Huntington Beach would have to set aside enough land for 3,600. The alternative plan that sends more growth toward the coast requires Coachella to plan for 7,800 houses while Huntington Beach will be responsible for 13,300 homes.

Overall, the coastal-growth plan will require Los Angeles and Orange counties to plan for 124,000 additional houses compared to the alternative plan, which largely would have shifted those homes to Riverside and San Bernardino counties.

There is still a long way before cities and counties will have to rezone land to accommodate the new housing figures, though. The California Department of Housing and Community Development now must review the approved plan. The Southern California Assn. of Governments also agreed to examine an alternative put forward by members of the L.A. City Council that could push even more growth toward the coast. The regional agency hopes to finalize the formula early next year.

But in the meantime, Newsom and other state officials are likely to welcome Thursday's decision. They have been encouraging local governments to zone for a lot more housing, especially near jobs and transit.

Led by Orange County representatives, the Southern California Assn. of Governments [told the state in June](#) that the agency would like to zone for only 430,000 new homes through 2029. At the time, local government officials lambasted the state for pushing policies that would diminish their power, including [a now-stalled bill](#) that would have required cities to allow greater development in many neighborhoods zoned only for single-family homes and those near transit lines. They worried that a large allocation from the state would provide momentum for those policies.

Newsom [responded two months later](#) by tripling the region's housing allocation to 1.3 million homes.

Since then, Los Angeles city officials have gotten much more involved in the planning effort, arguing that neighboring job-rich communities along the coast needed to accept more housing. On Thursday, Garcetti and 11 council members showed up to vote in favor of the coastal-growth option. At the June vote, only Councilman David Ryu attended the meeting.

Traditionally, Southern California has responded to growth mandates by pushing homes toward the Inland Empire. But that stance was increasingly becoming untenable, said Bill Fulton, publisher of the California Planning and Development Report and author of "The Reluctant Metropolis," a book on growth in the region.

Fulton said demands to increase housing density because of climate change and to increase investments in transit rather than new highways have created a new voting bloc. That paved the way for Los Angeles officials to align with representatives from the Inland Empire to approve the coastal-growth option on Thursday.

“If there is a tacit agreement on the part of elected officials in the region to push the growth to L.A. and Orange County,” Fulton said, “that’s unprecedented certainly with respect to housing.”



Liam Dillon

Liam Dillon covers the issues of housing affordability and neighborhood change across California for the Los Angeles Times. You can hear Dillon and CalMatters housing reporter Manuela Tobias chat about the latest developments in California housing policy and interview key newsmakers and other reporters on their “Gimme Shelter” podcast on [Apple](#), [SoundCloud](#), [Spotify](#), [Google](#) and [Stitcher](#) podcast platforms.