



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

#### REGIONAL COUNCIL OFFICERS

President  
Curt Hagman  
County of San Bernardino

First Vice President  
Cindy Allen, Long Beach

Second Vice President  
Ray Marquez, Chino Hills

Immediate Past President  
Art Brown, Buena Park

#### COMMITTEE CHAIRS

Executive/Administration  
Curt Hagman  
County of San Bernardino

Community, Economic &  
Human Development  
David J. Shapiro, Calabasas

Energy & Environment  
Luis Plancarte  
County of Imperial

Transportation  
Tim Sandoval, Pomona

## MEETING OF THE

# LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

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

***Tuesday, June 18, 2024  
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/88500340669>**

### ***To Attend and Participate by Phone:***

**Call-in Number: 1-669-900-6833  
Meeting ID: 885 0034 0669**

## ***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](mailto:aguilarm@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://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 17<sup>th</sup> floor starting at 8:30 a.m.

**To Attend by Computer:** Click the following link: <https://scag.zoom.us/j/88500340669>. 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: 885 0034 0669**, 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.*

- In Writing:** Written comments can be emailed to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Written comments received **by 5pm on Monday, June 17, 2024** 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, June 17, 2024, 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](mailto:aguilarm@scag.ca.gov).
- 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.
- 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.***

---

### 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



**LEGISLATIVE/COMMUNICATIONS AND  
MEMBERSHIP COMMITTEE MEETING AGENDA**

**TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS**

<p><b>Cindy Allen</b> City of Long Beach - City Hall 411 W. Ocean Blvd., 11<sup>th</sup> Floor Long Beach, CA 90802</p>	<p><b>Wendy Bucknum</b> Murrow Development Consultants 16800 Aston Street, Suite 200 Irvine, CA 92606</p>	<p><b>Jenny Crosswhite</b> City of Santa Paula - City Hall 970 E. Ventura Street Santa Paula, CA 93060</p>
<p><b>Keith Eich</b> 4821 Daleridge Road La Canada Flintridge, CA 91011</p>	<p><b>Margaret Finlay</b> 2221 Rim Road Duarte, CA 91008</p>	<p><b>Curt Hagman</b> Chino Hills District Office 14010 City Center Drive Chino Hills, CA 91709</p>
<p><b>Jan Harnik</b> City of Palm Desert - City Hall 73-510 Fred Waring Drive Palm Desert, CA 92260</p>	<p><b>Laura Hernandez</b> City of Port Hueneme - City Hall 250 N. Ventura Road Port Hueneme, CA 93041</p>	<p><b>Patricia Lock Dawson</b> City of Riverside - City Hall 7<sup>th</sup> Floor Conference Room 3900 Main Street Riverside, CA 92522</p>
<p><b>Clint Lorimore</b> City of Eastvale - City Hall 12363 Limonite Avenue, #910 Eastvale, CA 91752</p>	<p><b>Ray Marquez</b> 15922 Old Carbon Road Chino Hills, CA 91709</p>	<p><b>Gil Rebolgar</b> SCAG Imperial County Regional Office 1503 N. Imperial Ave., Suite 104 El Centro, CA 92243</p>
<p><b>David Shapiro</b> City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302</p>	<p><b>Jose Luis Solache</b> City of Lynwood - City Hall Annex Conference Room 11330 Bullis Road Lynwood, CA 90262</p>	<p><b>Donald P. Wagner</b> County Administration North 400 West Civic Center Drive 6<sup>th</sup> Floor Conference Room 601 A Santa Ana, CA 92701</p>
<p><b>Thomas Wong</b> City of Monterey Park - City Hall 320 W. Newmark Avenue Monterey Park, CA 91754</p>		

\* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.



---

**LCMC - Legislative/Communications and Membership Committee**  
***Members – June 2024***

- 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. Karen Bass**  
Member-At-Large
- 5. Hon. Wendy Bucknum**  
Mission Viejo, RC District 13
- 6. Hon. Jenny Crosswhite**  
Santa Paula, RC District 47
- 7. Hon. Keith Eich**  
La Canada Flintridge, District 36
- 8. Hon. Margaret Finlay**  
Duarte, RC District 35
- 9. Sup. Curt Hagman**  
San Bernardino County
- 10. Hon. Jan C. Harnik**  
RCTC Representative
- 11. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 12. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 13. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 14. Hon. Gil Rebolgar**  
Brawley, RC District 1
- 15. Hon. David J. Shapiro**  
Calabasas, RC District 44

---

**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*



## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

---

- 16. Sup. Donald Wagner**  
Orange County
  
- 17. Hon. Alan Wapner**  
SBCTA Representative
  
- 18. Hon. Thomas Wong**  
Monterey Park, District 34

---

### 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*



## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 – Policy B Room  
Los Angeles, CA 90017  
**Tuesday, June 18, 2024**  
**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 - STATE BUDGET UPDATE**

*(Steve Cruz, Cruz Strategies; Assemblymember Sharon Quirk-Silva, Chair, Budget Sub Committee No. 5)*

### **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 – 21, 2024 PPG. 7
2. SCAG Memberships and Sponsorships PPG. 13

##### Receive and File

3. Legislative Tracking Report PPG. 16

#### **INFORMATION ITEMS**

4. Housing & Transportation Bills of Interest PPG. 116  
*(Francisco Barajas, Senior Legislative Affairs Analyst)*



## 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**

---

#### **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*



**LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)**  
**MINUTES OF THE MEETING**  
**TUESDAY, MAY 21, 2024**

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**

<b>Patricia Lock Dawson (Chair)</b>	<i>Riverside</i>	<b>District 68</b>
<b>Jose Luis Solache (Vice Chair)</b>	<i>Lynwood</i>	<b>District 26</b>
Wendy Bucknum	<i>Mission Viejo</i>	District 13
Jenny Crosswhite	<i>Santa Paula</i>	District 47
Keith Eich	<i>La Canada Flintridge</i>	District 36
Margaret Finlay	<i>Duarte</i>	District 35
Laura Hernandez	<i>Port Hueneme</i>	District 45
Clint Lorimore	<i>Eastvale</i>	District 4
Ray Marquez	<i>Chino Hills</i>	District 10
Gil Rebollar	<i>Brawley</i>	District 1
David J. Shapiro	<i>Calabasas</i>	District 44
Donald Wagner		Orange County
Alan Wapner		SBCTA
Thomas Wong	<i>Monterey Park</i>	District 34

**MEMBERS NOT PRESENT**

Cindy Allen	<i>Long Beach</i>	District 30
Karen Bass	<i>Member-At-Large</i>	
Curt Hagman		San Bernardino County
Jan Harnik		RCTC



---

**CALL TO ORDER**

Chair Patricia Lock Dawson called the meeting to order at 8:32 a.m. and called upon Kevin Gilhooley, Legislative Affairs Manager, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

**PRESENTATION**

*(Steve Cruz, Cruz Strategies)*

There were no public comments for the presentation.

Chair Lock Dawson introduced Steve Cruz from Cruz Strategies who provided the committee with an update on the May revise and State budget, which was facing a significant deficit due to lower-than-expected revenues. Mr. Cruz highlighted further cuts to social safety net programs including housing and homelessness initiatives. He mentioned the Governor's proposed budget was currently under negotiation with a focus on reducing reliance on state reserves. Mr. Cruz also noted concerns about cuts to the Active Transportation Program, reductions in future water storage programs, and a significant dip into air pollution funds to aid the general fund. Additionally, he stated the Governor's plan to address the state insurance crisis with a traded bill on the fire insurance market. Mr. Cruz emphasized the ongoing budget negotiations and the potential for significant cuts in the upcoming years, aiming to create maximum flexibility for the state.

**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](mailto: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 – April 16, 2024
-

Receive and File

2. Legislative Tracking Report
3. 2024 Regional Conference & General Assembly Post-Event Recap

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, brought up concerns with AB 3093 (Ward) due to its potential impact on housing elements. Legislative Affairs Manager, Kevin Gilhooley, indicated that this bill would be brought back to the committee in June with an update.

The committee also provided several favorable comments on the program for the 2024 Regional Conference & General Assembly. Chief Government and Public Affairs Officer, Javiera Cartagena, reminded the committee to fill out the post event survey to provide feedback and improve the program for next year.

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

**AYES:** Bucknum, Crosswhite, Eich, Finlay, Hernandez, Lock Dawson, Lorimore, Marquez, Rebollar, Shapiro, Solache, Wagner, and Wapner (13)

**NOES:** None (0)

**ABSTAINS:** Wong (1)

**ACTION ITEMS**

4. AB 2535 (Bonta) - TCEP Funding for Zero-Emission Freight

There were no public comments for Item No. 4.

Mr. David Angel, Legislative Affairs Analyst, gave the committee members a presentation pertaining to AB 2535 (Bonta). AB 2535 would place new requirements on the Trade Corridor Enhancement Program (TCEP) to prevent funds from being programmed to projects that expand footprint of a highway and communities that are disproportionately affected by diesel particulate matter. Mr. Angel informed the committee that the bill was significantly amended and provided an overview of

the changes. Mr. Angel further advised that AB 2535 would not make any new funding available for TCEP but rather it would place new conditions on an existing program which limits funding for non-emission freight-related projects and adversely affect rural areas. For these reasons, staff recommended an oppose position an AB 2535.

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

Committee members engaged in a discussion on AB 2535. During the discussion, the committee raised several questions and provided valuable feedback. Mr. Angel addressed the committee's comments and questions.

A MOTION was made (Finlay) to approve staff recommendation. The MOTION was SECONDED (Bucknum) and APPROVED by a majority roll call vote as follows:

**AYES:** Bucknum, Crosswhite, Eich, Finlay, Hernandez, Lock Dawson, Lorimore, Marquez, Rebollar, Shapiro, Solache, Wagner, Wapner, and Wong (14)

**NOES:** None (0)

**ABSTAINS:** None (0)

**INFORMATION ITEMS**

5. May 2024 Legislative Advocacy Update

There were no public comments for Item No. 5.

Mr. Kevin Gilhooley, Legislative Affairs Manager, began his presentation by highlighting the achievements and ongoing efforts of the committee, including an update on AB 2485 (J. Carrillo). Mr. Gilhooley also reported on the successful meetings with legislators in support of the Regional Early Action Planning 2.0 (REAP 2.0) grants program and the Infill Infrastructure Grant (IIG) Program during the recent advocacy trip to Sacramento. Finally, Mr. Gilhooley mentioned upcoming advocacy efforts for the full restoration of the Reap 2.0 program, the upcoming vote on AB 2485 on the Assembly floor, and planning for the Surface Transportation Reauthorization.

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



Committee members engaged in a robust discussion. During the discussion, the committee raised several questions and provided valuable feedback. Mr. Gilhooley thanked the committee and addressed all comments and questions.

**POLICY AND PUBLIC AFFAIRS DIVISION UPDATE**

There were no public comments on division updates.

Ms. Javiera Cartagena, Chief Government and Public Affairs Officer, began by applauding the committee’s advocacy efforts this past year. She also welcomed new members Mayor Thomas Wong and Councilmember Keith Eich to the committee. Ms. Cartagena continued by providing an update on the General Assembly, highlighting the high satisfaction rates and attendance numbers in 2024. Ms. Cartagena also emphasized that the General Assembly Host Committee surpassed their goal of \$325,000 in sponsorships and thanked the team for their efforts. Lastly, Ms. Cartagena provided an update on the Annual California Transportation Congressional Reception in Washington D.C.

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

No comments were provided.

**FUTURE AGENDA ITEMS**

None.

**ANNOUNCEMENTS**

None.

**ADJOURNMENT**

There being no further business, Chair Patricia Lock Dawson adjourned the Legislative/Communications and Membership Committee meeting at 9:39 a.m.

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

//

**Legislative / Communications and Membership Committee**

2023-2024

MEMBERS	Representing	2023-2024													Total Mtgs Attended YTD	
		MAY	JUN	JUL	AUG	SEP	OCT (Dark)	NOV	DEC (Dark)	JAN	FEB	MAR	APR	MAY		
1 Allen, Cindy	Long Beach, RC District 30	1	1	1	1	1		1			1	1	1	0	0	9
2 Bass, Karen	Member-At-Large	0	0	0	0	0		0			0	0	0	0	0	0
3 Bucknum, Wendy	Mission Viejo, RC District 13	1	1	1	1	1		1			1	1	1	1	1	11
4 Crosswhite, Jenny	Santa Paula, RC District 47	1	1	1	1	1	D	1	D		1	1	1	1	1	11
5 Eich, Keith		0	0	0	0	0		0			0	0	0	0	1	1
6 Finlay, Margaret	Duarte, RC District 35	1	1	1	1	1		0			1	1	0	1	1	9
7 Hagman, Curt	San Bernardino County	1	0	1	1	0		0			1	1	1	1	0	7
8 Harnik, Jan C.	RCTC	0	1	1	1	1		1			1	1	1	1	0	9
9 Hernandez, Laura	Port Hueneme, RC District 45	1	1	1	1	1	A	1	A		1	1	0	1	1	10
10 Lock Dawson, Patricia (Chair)	Riverside, RC District 68	0	1	1	1	1		1			0	1	0	1	1	8
11 Lorimore, Clint	Eastvale, RC District 4	1	1	1	1	1		1			1	1	1	1	1	11
12 Marquez, Ray	Chino Hills, RC District 10	1	1	1	1	1		1			1	1	1	1	1	11
13 Rebollar, Gil	Brawley, RC District 1	0	0	0	0	0	R	0	R		0	0	0	0	1	1
14 Shapiro, David J.	Calabasas, RC District 44	1	1	1	1	1		1			1	1	0	1	1	10
15 Solache, Jose Luis (Vice Chair)	Lynwood, RC District 26	1	1	1	1	1		1			1	1	0	0	1	9
16 Wagner, Donald P.	Orange County	1	1	1	1	1	K	1	K		1	0	0	1	1	9
17 Wapner, Alan	SBCTA	0	0	1	1	1		0			1	0	0	0	1	5
18 Wong, Thomas	Monterey Park, District 34	0	0	0	0	0		0			0	0	0	0	1	1

Attachment: LCMC Attendance Sheet 2023-2024 (Meeting Minutes of the May 21, 2024)



**AGENDA ITEM 2**  
**REPORT**

Southern California Association of Governments  
June 18, 2024

**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:** SCAG Memberships and Sponsorships

**RECOMMENDED ACTION:**

Approve up to \$35,772 for memberships and sponsorships with 1) the American Public Transportation Association (\$5,772) and 2) the Association of Metropolitan Planning Organizations (\$30,000).

**STRATEGIC PLAN:**

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

**EXECUTIVE SUMMARY:**

*The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$35,772 to renew memberships with 1) the American Public Transportation Association (\$5,772) and 2) the Association of Metropolitan Planning Organizations (\$30,000).*

**BACKGROUND:**

**Item 1:** American Public Transit Association (APTA)  
**Type:** Membership      **Amount:** \$5,772

The American Public Transportation Association (APTA) is a leading force in advancing public transportation. APTA members include transit systems, government agencies, manufacturers, suppliers, consulting firms, contractors, and other business partners. To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing. An annual membership provides SCAG access to the highest-quality tools, resources, and programs, including advocacy efforts, networking and partnership opportunities, the latest industry research and data, and professional development. These benefits are valuable considering recent and continued work in Congress on providing aid to transit agencies in light of the Coronavirus Disease 2019 (COVID-19) pandemic and its aftermath on transit systems, as well as transportation reauthorization legislation and spending bills.



SCAG is seeking to renew its membership with APTA in the “Category D – Governmental Agencies” level of \$5,772. This is the same cost as last year’s membership with APTA and is consistent across non-operating state departments of transportation, metropolitan planning organizations (MPOs), and governmental agencies, including agencies of local or regional levels of government responsible for the planning and/or development of public transit system.

---

**Item 2:** Association of Metropolitan Planning Organizations  
**Type:** Membership      **Amount:** \$30,000

---

The Association of Metropolitan Planning Organizations (AMPO) is a nonprofit membership organization established in 1994 to serve the needs and interests of metropolitan planning organizations (MPOs) nationwide. AMPO offers member MPOs technical assistance and training, frequent updates on federal policy, research findings and analysis, and conferences, workshops, and forums for collaboration and peer sharing. SCAG became a member of AMPO in November 2023 and paid \$15,000 in dues, which is half of the usual cost since our membership started almost halfway into the fiscal year. SCAG is now renewing its membership for the next full fiscal year at the full cost of \$30,000.

AMPO’s annual national conference provides a robust program covering current issues, including the future of transportation, data collection, legislative issues, and roundtable discussions relating to MPOs from all regions. Additionally, AMPO members can join the member-run Technical Committee. This committee works to define planning practices that develop key transportation proposals via various technical support, including active transportation initiatives, emerging technologies, GIS and data visualization, and more.

FY 2024-2025 dues are calculated by multiplying the 2010 urbanized area (UZA) population by .006 for non-TMA (Transportation Management Area) MPOs or .007 for TMA MPOs (UZA Population x .006 or .007), which amounts to \$30,000 for SCAG. Membership includes the following:

- 7 Online Discussion Forums focused on Active Transportation, Data, GIS and data Visualization, Core Products, Environment and resiliency, Socioeconomic Forecasting, and Emerging Technologies.
- Invitation to AMPO’s annual conference with hundreds of other planners nationwide.
- Access to the Spring Planning Tools & Training Symposium, a biennial event that provides a technical deep dive to advance the practices of MPOs.
- Access to archived and current policy materials drafted by the AMPO Policy Committee on the future metropolitan vision.
- Legislative tracking and regular updates on all Congressional items relating to transportation systems and metropolitan planning.



- The opportunity to hold a seat (MPO members) on the AMPO Policy Committee. This Committee is the liaison between the AMPO Board/Staff and the MPO Community.

**FISCAL IMPACT:**

\$35,772 for membership with APTA and AMPO is included in the approved FY 24-25 General Fund Budget.





**AGENDA ITEM 3**  
**REPORT**

Southern California Association of Governments  
June 18, 2024

**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

*Kome Ajise*

**RECOMMENDED ACTION:**

Receive and File.

**STRATEGIC PLAN:**

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region and Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing.

**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. This report also contains an update on key legislative deadlines.*

**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 373 measures with a nexus to the Regional Council's adopted 2024 State and Federal Legislative Platform.

Various important legislative deadlines have lapsed as summer recess approaches and legislators continue to move through the legislative process, including the last day for each house to pass bills introduced in those houses (May 24, 2024) and the deadline for the Budget Bill to be passed approaching as of the writing of this report (June 15, 2024). Active bills will continue to move and be amended through policy and fiscal committees in their second house as we approach more budgetary and legislative deadlines in June and July.

On May 10, 2024, the Governor released the May Budget Revision, which addresses the remaining \$28 billion deficit after the Legislature passed an early action budget bill that reduced the budget deficit by \$17 billion in advance of the May Revise. The proposed May budget plan amounts to \$288.1 billion, of which \$201 billion is General Fund spending. The May budget plan also maintained

the Governor’s January proposal to cut REAP 2.0 by half, equating to a \$300 million cut. On May 30, 2024, legislative leadership reached a joint budget agreement that, in contrast to Governor Newsom’s proposal, rejects the proposed cuts to the REAP 2.0, the Active Transportation Program, and the Transit and Intercity Rail Capital Program (TIRCP). The Legislature has until June 15, 2024, to continue budget negotiations with the Governor and pass a budget bill. However, even if the Legislature passes a budget bill by the deadline, negotiations will likely continue until the end of the legislative session through the introduction of Budget Bill Juniors and budget trailer bills.

Beyond budgetary deadlines, Policy and Fiscal Committees will continue to meet until July 3, 2024. Summer recess begins upon adjournment on July 3, 2024, provided the budget bill has been passed. The legislature reconvenes from summer recess on August 5, 2024, just 11 days before the last day for fiscal committees to meet and report bills (August 16, 2024). The final recess, ending the legislative session for the rest of the year, begins on August 31, 2024. As the Session progresses, SCAG 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:

<b>Date</b>	<b>Deadline</b>
<b>June 15, 2024</b>	Budget Bill must be passed by midnight.
<b>June 27, 2024</b>	Last day for a legislative measure to qualify for the November 5, 2024 General Election ballot.
<b>July 3, 2024</b>	Last day for policy committees to meet and report bills.
<b>July 3, 2024</b>	Summer Recess begins upon adjournment, provided Budget Bill has passed.
<b>August 5, 2024</b>	Legislature reconvenes from Summer Recess.
<b>August 16, 2024</b>	Last day for fiscal committees to meet and report on bills.
<b>August 19-31, 2024</b>	Floor session only.
<b>August 23, 2024</b>	Last day to amend bills on the floor.
<b>August 31, 2024</b>	Last day for each house to pass bills.
<b>August 31, 2024</b>	Final Recess begins upon adjournment.
<b>September 30, 2024</b>	Last day for the Governor to sign or veto bills.

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. SCAG Bill Report June 2024



# CRUZ STRATEGIES

## SCAG All Bills Report 6/11/2024

### [AB 6](#)

**(Friedman D) Transportation planning: regional transportation plans: reduction of greenhouse gas emissions.**

**Current Text:** Amended: 5/30/2024 [html](#) [pdf](#)

**Location:** 5/30/2024-S. TRANS.

**Summary:** Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. Current law requires the state board to update the regional targets every 8 years until 2050. Current law requires a metropolitan planning organization, before adopting a sustainable communities strategy, to quantify the reduction in the emissions of greenhouse gases projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the regional targets. This bill would require the state board to update the regional targets indefinitely, rather than only until 2050, and authorize the state board to update the years to which those targets apply, as specified.

**Position**

Oppose

### [AB 7](#)

**(Friedman D) Transportation: planning: project selection processes.**

**Current Text:** Amended: 9/1/2023 [html](#) [pdf](#)

**Location:** 9/14/2023-S. 2 YEAR

**Summary:** The Transportation Agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes.

**Position**

Oppose

### [AB 67](#)

**(Muratsuchi D) Homeless Courts Pilot Program.**

**Current Text:** Amended: 3/13/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-S. 2 YEAR

**Summary:** Would, upon an appropriation by the Legislature, create the Homeless Courts Pilot Program, which would remain in effect until January 1, 2029, to be administered by the Judicial Council for the purpose of providing comprehensive community-based services to achieve stabilization for, and address the specific legal needs of, homeless individuals who are involved with the criminal justice system. The bill would require applicant cities or counties seeking grant funds to provide a number of specified services or program components, including, but not limited to, a diversion program enabling

Attachment: SCAG Bill Report June 2024 (Legislative Tracking Report)

participating defendants to have specified charges dismissed upon completion of a program, provision of temporary, time-limited, or permanent housing during the duration of the program, and a dedicated representative to assist defendants with housing needs. The bill would require an applicant for grant funding under the program to submit a plan for a new homeless court program or expansion of an existing homeless court program, and would require any funding awarded to an applicant to be used in accordance with that plan.

**Position**  
Watch

**AB 73**

**(Boerner D) Vehicles: required stops: bicycles.**

**Current Text:** Amended: 3/9/2023 [html](#) [pdf](#)

**Location:** 7/14/2023-S. 2 YEAR

**Summary:** Current law requires the driver of any vehicle, including a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to stop before entering the intersection. A violation of this requirement is an infraction. This bill would require a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle.

**Position**

**AB 86**

**(Jones-Sawyer D) Homelessness: Statewide Homelessness Coordinator.**

**Current Text:** Amended: 4/20/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-S. 2 YEAR

**Summary:** Would require the Governor to appoint a Statewide Homelessness Coordinator, within the Governor's Office, to serve as the lead person for ending homelessness in California. The bill would require the coordinator to perform prescribed duties, including, among others, identifying a local leader in each relevant city, county, city and county, or other jurisdiction to serve as a liaison between the coordinator and that jurisdiction, overseeing homelessness programs, services, data, and policies between federal, state, and local agencies, coordinating the timing of release of funds and application for funding for housing and housing-based services impacting Californians experiencing homelessness and, in collaboration with local leaders, providing annual recommendations to the Legislature and the Governor, as specified. The bill would authorize the coordinator to adjust state goals to the extent allowed by state law.

**Position**

**AB 295**

**(Lowenthal D) Residential real property: foreclosure.**

**Current Text:** Amended: 4/25/2024 [html](#) [pdf](#)

**Location:** 5/8/2024-S. JUD.

**Summary:** Current law prescribes various requirements to be satisfied before the exercise of a power of sale under a mortgage or deed of trust and prescribes a procedure for the exercise of that power. This bill would prohibit a person from contacting, soliciting, or initiating communication with an owner to claim the surplus funds from a foreclosure sale of the owner's residence before 90 days after the trustee's deed has been required.

**Position**

**AB 364**

**(Bryan D) Street furniture data: statewide integrated data platform.**

**Current Text:** Amended: 4/11/2023 [html](#) [pdf](#)

**Location:** 7/14/2023-S. 2 YEAR

**Summary:** Current law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. This bill would require the department to develop guidelines for data sharing, documentation, public access, quality control, and promotion of open-source and accessible platforms and decision support tools related to street furniture data, as provided. The bill would define "street furniture" as objects and pieces of equipment installed along a street or road to provide amenities for pedestrians, including, but not limited to, bus shelters, trash receptacles, benches, or public toilets. The bill would require the department to develop the guidelines in collaboration with specified state and local agencies, and submit a report to the Legislature by January 1, 2025, and every 3 years thereafter, describing those guidelines. To the extent this imposes

duties on local agencies, the bill would impose a state-mandated local program. The bill would also require the department to designate the Integrated Climate Adaptation and Resiliency Program Technical Advisory Council, or another entity with expertise and experience working on equity, to advise on the development of the initial and subsequent guidelines, and review the reports related to those guidelines, as provided.

**Position**  
Support

**AB 382 (Cervantes D) High-occupancy vehicle lanes: County of Riverside.**

**Current Text:** Introduced: 2/2/2023 [html](#) [pdf](#)

**Location:** 9/14/2023-S. 2 YEAR

**Summary:** Current law authorizes a regional transportation agency, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit. Current law authorizes a value pricing and transit program involving HOT lanes to be developed and operated on State Highway Route 15 in the County of Riverside by the Riverside County Transportation Commission. Current law requires the Department of Transportation to report to the transportation policy committees of the Legislature, on or before January 1, 2020, on the feasibility and appropriateness of limiting the use of high-occupancy vehicle lanes to high-occupancy vehicles and eligible vehicles, as defined, only during the hours of heavy commuter traffic on both State Route 91 between Interstate 15 and Interstate 215 in the County of Riverside, and State Route 60 in the County of Riverside. Separate from that report, this bill would require the Transportation Agency, on or before January 1, 2025, to report to the transportation policy committees of the Legislature on that same topic and on the feasibility and appropriateness of removing from high-occupancy vehicle lanes in the County of Riverside, except for certain high-occupancy toll lanes, any double parallel solid lines to restrict the entrance into or exit from those lanes, including the use of the appropriate markings and signage.

**Position**

**AB 430 (Bennett D) Community land trusts: welfare exemption: assessment: foreclosure sales: financial assistance.**

**Current Text:** Amended: 7/10/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-S. 2 YEAR

**Summary:** (1)Current property tax law, pursuant to constitutional authorization, provides for a "welfare exemption" for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. For the 2022–23 fiscal year through the 2027–28 fiscal year, in the case of an owner of property that is a community land trust, as defined, existing property tax law requires that a unit continue to be treated as occupied by a lower income household for these purposes if the occupants were lower income households on the lien date in the fiscal year in which their occupancy of the unit commenced and the unit continues to be rent restricted, notwithstanding an increase in the income of the occupants of the unit to 140% of area median income, adjusted for family size. Current law requires that a lease between a community land trust and a lower income household satisfy specified requirements in order for these provisions to apply, including being a renewable 99-year ground lease and a public agency or official must make a finding that the contract serves the public interest of creating or preserving affordable housing, as provided. This bill would eliminate specified requirements of a lease agreement between a lower income household and a community land trust in order for the unit to continue to be treated as occupied by a lower income household, as described above.

**Position**

**AB 440 (Wicks D) Density Bonus Law: maximum allowable residential density.**

**Current Text:** Amended: 3/30/2023 [html](#) [pdf](#)

**Location:** 9/14/2023-S. 2 YEAR

**Summary:** Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct certain types of housing. Current law provides for the calculation of the amount of density bonus for each type of housing development that qualifies under these provisions. Current law defines the term "density bonus" for these purposes to mean a density increase over the otherwise maximum allowable gross residential density as of the date of the application, as described. Current law defines the term "maximum allowable residential density" for these purposes to mean the maximum number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan, or, if a range of density is permitted, the maximum number of units allowed by the specific zoning range, specific plan, or land use element of the general plan applicable to the project. Current law provides under that definition that if the density allowed under the zoning ordinance is inconsistent with the density allowed under the land use element of the general plan or specific plan, the greater density

prevails. This bill would instead define "maximum allowable residential density" to mean the greatest number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan, or, if a range of density is permitted, the greatest number of units allowed by the specific zoning range, specific plan, or land use element of the general plan applicable to the project.

**Position**

**[AB 457](#) (Aguiar-Curry D) Beverage containers: recycling: redemption payment and refund value.**

**Current Text:** Amended: 6/6/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. APPR.

**Summary:** The California Beverage Container Recycling and Litter Reduction Act, a violation of which is a crime, requires a distributor to pay to the Department of Resources Recycling and Recovery a redemption payment for every beverage container sold or offered for sale in the state. The act requires the department to deposit those amounts into the California Beverage Container Recycling Fund. The fund is continuously appropriated to, among other things, pay refund values and administrative fees to processors that receive empty beverage containers from recyclers. The act specifies that a beverage container that is a box, bladder, or pouch, or similar container, containing wine or distilled spirits has a redemption payment and refund value of \$0.25. This bill would reduce the redemption payment and refund value for one of those wine or distilled spirit beverage containers, if it has a capacity of less than 24 fluid ounces, from \$0.25 to \$0.10.

**Position**

**[AB 515](#) (Ward D) Housing programs: financing.**

**Current Text:** Amended: 7/3/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-S. 2 YEAR

**Summary:** Current law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing and to provide housing assistance and home loans. Current law sets forth various general powers of the department in implementing these programs, including authorizing the department to enter into long-term contracts or agreements of up to 30 years for the purpose of servicing loans or grants or enforcing regulatory agreements or other security documents. Current law authorizes the Department of Housing and Community Development to approve an extension of a department loan, the reinstatement of a qualifying unpaid matured loan, the subordination of a department loan to new debt, or an investment of tax credit equity pursuant to specified rental housing finance programs, as specified, unless it would result in a rent increase for tenants of a development. Current law authorizes the department to charge a monitoring fee to cover the aggregate monitoring costs in years the loan is extended and a transaction fee to cover its costs for processing restructuring transactions, and requires developer fee limitations to be consistent with specified laws and regulations, including regulations by the California Tax Credit Allocation Committee. This bill would revise and recast these provisions, including additionally authorizing the department to approve the payoff of a department loan in whole or part prior to the end of its term and the extraction of equity from a development for purposes approved by the department. The bill would prohibit the extension, reinstatement, subordination, payoff, extraction, or investment, as described above, if it would result in a rent increase for tenants of a development over and above the annual adjustment to the tenants' rents under the department's regulatory agreement. The bill would authorize the department to waive specified requirements in the regulatory agreement if the loan is paid off, including requiring occupancy and financial reports and governing the use of operating income and reserves for the development.

**Position**

**[AB 591](#) (Gabriel D) Electric vehicle service equipment: connectors and public accessibility.**

**Current Text:** Amended: 5/31/2023 [html](#) [pdf](#)

**Location:** 7/14/2023-S. 2 YEAR

**Summary:** Would require that any electric vehicle service equipment that is capable of charging a light duty electric vehicle and is installed or substantially retrofitted, as defined, except for private use at a single-family residence or multifamily residence, include a universal connector, as defined, and be publicly accessible. The bill would require an owner or operator of CHAdeMO electric vehicle service equipment, as defined, that is in operation on January 1, 2024, except where it is located at a single-family residence or multifamily residence and is only for private use, to maintain the CHAdeMO electric vehicle service equipment in good working condition until at least January 1, 2029.

**Position**

**[AB 627](#) (Jackson D) Drayage trucks: voucher incentive project.**

**Current Text:** Amended: 1/22/2024 [html](#) [pdf](#)

**Location:** 5/1/2024-S. E.Q.

**Summary:** Current law establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The state board, in this capacity, administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. The Budget Act of 2023 appropriated funds from the Greenhouse Gas Reduction Fund to the state board for zero-emission drayage trucks to be administered through the project and, in expending those funds, requires the state board, before January 1, 2025, to limit the number and award amount levels under the project based on fleet size. This bill would require the state board to ensure that a voucher provided under the project for the purchase of a new, or the retrofit of a used, drayage truck is provided to an operator in an amount determined pursuant to a sliding scale established by the state board, based on the number of drayage trucks the operator owns. In administering the project, the bill would require the state board to prioritize the award of those vouchers to operators meeting certain criteria.

**Position**

**[AB 637](#)**

**(Jackson D) Zero-emission vehicles: fleet owners: rental vehicles.**

**Current Text:** Amended: 9/6/2023 [html](#) [pdf](#)

**Location:** 6/5/2024-S. TRANS.

**Summary:** Current law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution the state board has found to be necessary, cost effective, and technologically feasible, to carry out specified purposes, unless preempted by federal law. This bill would, if the state board requires a fleet owner to acquire zero-emission vehicles as part of its fleet, require the state board to authorize the rental of a zero-emission vehicle or vehicles for a cumulative total of 260 days in a calendar year to be deemed ownership of one zero-emission vehicle for purposes of meeting that obligation.

**Position**

**[AB 653](#)**

**(Reyes D) Federal Housing Voucher Acceleration Program.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-S. 2 YEAR

**Summary:** The Housing Authorities Law creates a housing authority in each county and each city that is authorized to transact business and exercise specified powers upon adoption of a resolution by the governing body of the county or city declaring that there is a need for the authority to function. Among other things, current law authorizes a housing authority to prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. This bill would establish the Federal Housing Voucher Acceleration Program, and would require the Department of Housing and Community Development to establish, administer, and fund a grant application process and award grants to public housing authorities in geographically diverse communities, as determined by the department, on or before July 1, 2024. The bill would authorize applicants to use grant funds to provide specified services to the eligible population. The bill would require the department to allocate grant funds to applicants based upon the number of public housing and Section 8 vouchers maintained by the housing authority and by a housing authority's success rate, defined as the percentage of new voucher families that successfully lease a qualifying unit.

**Position**

**[AB 662](#)**

**(Boerner D) Federal Broadband Equity, Access, and Deployment Program funds: administration.**

**Current Text:** Amended: 7/13/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-S. 2 YEAR

**Summary:** Current law requires the Public Utilities Commission to establish specified accounts within the California Advanced Services Fund (CASF), including, among other accounts, the Broadband Infrastructure Grant Account and the Federal Funding Account. Existing federal law, the Infrastructure Investment and Jobs Act of 2021, establishes the federal Broadband Equity, Access, and Deployment Program (BEAD Program). Under that act, Congress appropriated \$42,450,000,000 to the Assistant Secretary of Commerce for Communications and Information to carry out the BEAD Program, under which the Assistant Secretary makes grants to states, as provided. This bill would require the commission, in administering federal BEAD Program funds pursuant to the federal Infrastructure Investment and Jobs Act of 2021, to follow federal guidelines, as defined. Except as provided, the bill would prohibit the commission from imposing any additional rules, processes, procedures, prohibitions funding prioritizations, or eligibility criteria on any applicant, as defined, that are not explicitly required by the federal guidelines. The bill would require the commission, in exercising any discretion in adopting rules, processes, and procedures to administer BEAD Program funds, to adopt rules, processes, and procedures that, among other things, use the most robust, granular, and accurate

broadband availability data.

**Position**

**AB 761 (Friedman D) Local finance: enhanced infrastructure financing districts.**

**Current Text:** Amended: 5/20/2024 [html](#) [pdf](#)

**Location:** 5/30/2024-S. THIRD READING

**Summary:** Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Current law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Current law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2025, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the approval of a TIFIA loan, as specified.

**Position**

Support

**AB 772 (Jackson D) Child day care facilities.**

**Current Text:** Amended: 1/3/2024 [html](#) [pdf](#)

**Location:** 5/1/2024-S. HUM. S.

**Summary:** Current law generally requires child daycare facilities that are licensed by the State Department of Social Services to require proof of each child's immunizations, including tuberculosis testing, and to maintain files of this proof on the premises, but exempts from these requirements any child daycare center that exclusively offers a program of services for which there is no contract or agreement between the parent and the center for the regular care of the child, and there is no prearranged schedule of care for any child. Current law requires parents using these exempt child daycare centers to sign a form acknowledging that they understand the center is not required to verify immunizations and tuberculosis testing for any children accepted for care. This bill would include physician's assessments in the list of documents that the child daycare centers described above are exempt from verifying and maintaining. The bill would also require the parental acknowledgment form described above to also include physician's assessments.

**Position**

**AB 799 (Rivas, Luz D) Interagency Council on Homelessness: funding: state programs.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-S. SECOND READING

**Summary:** Current law requires the Governor to create an Interagency Council on Homelessness, consisting of specified members, and provides specified goals for the council, including to coordinate existing funding and applications for competitive funding. Current law requires the council to create a statewide data system, which is known as the Homeless Data Integration System, that collects local data through the Homeless Management Information System, with a goal of matching data on homelessness to programs impacting homeless recipients of state programs. Current law authorizes the council to collect data from continuums of care. Current law defines state programs as any programs a California state agency or department funds, implements, or administers for the purpose of providing housing or housing-based services to people experiencing homelessness or at risk of homelessness, except as specified. The bill would additionally require the council to include the Governor's Tribal Advisor. The bill would remove the above-mentioned reference to competitive funding and would instead require the council to coordinate applications for funding. The bill would require council staff to develop and regularly maintain a strategic funding guide and a calendar of new or existing funding opportunities. The bill would require agencies and departments administering state programs to provide the council updated information on new or existing funding opportunities on a quarterly basis.

**Position**



**AB 805**

**(Arambula D) Sewer service: disadvantaged communities.**

**Current Text:** Amended: 6/6/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. APPR.

**Summary:** The State Water Resources Control Board and the 9 California regional water quality control boards regulate water quality in accordance with the Porter-Cologne Water Quality Control Act and the federal Clean Water Act. Current law authorizes a regional board to order the provision of sewer service by a receiving sewer system, as defined, to a disadvantaged community served by an inadequate onsite sewage treatment system, as defined. This bill would authorize the state board, until January 1, 2029, and after it makes a specified finding or findings by resolution, to require a designated sewer system to contract with an administrator designated or approved by the state board for administrative, technical, operational, legal, or managerial services to assist a designated sewer system with the delivery of adequate sewer service, as defined.

**Position**

**AB 817**

**(Pacheco D) Open meetings: teleconferencing: subsidiary body.**

**Current Text:** Amended: 5/29/2024 [html](#) [pdf](#)

**Location:** 5/1/2024-S. L. GOV.

**Summary:** The Ralph M. Brown Act, requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. Current law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met (nonemergency provisions). Current law imposes different requirements for notice, agenda, and public participation, as prescribed, when a legislative body is using alternate teleconferencing provisions. The nonemergency provisions impose restrictions on remote participation by a member of the legislative body and require the legislative body to provide specific means by which the public may remotely hear and visually observe the meeting. This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require at least one staff member of the local agency to be present at a designated primary physical meeting location during the meeting. The bill would require the local agency to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. The bill would also require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.

**Position**

**AB 824**

**(Calderon D) Highway greening: statewide strategic plan.**

**Current Text:** Amended: 7/3/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-S. 2 YEAR

**Summary:** Would enact the Highway Greening Act, which would require the department to complete a statewide strategic plan, as specified, to work to achieve at least a 10% increase of green highways, as defined, in urban areas, disadvantaged communities, and low-income communities by 2035. The bill would require the Department of Transportation to submit the plan to the Legislature and specified committees of the Legislature on or before June 30, 2025.

**Position**

Support

**AB 832**

**(Cervantes D) California Transportation Commission: membership.**

**Current Text:** Amended: 3/1/2023 [html](#) [pdf](#)

**Location:** 9/14/2023-S. 2 YEAR

**Summary:** Under current law, the California Transportation Commission consists of 13 members, including 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, and one member appointed by the Senate Committee on Rules, as specified. Current law requires the Governor, in appointing those members to the commission, to make every effort to ensure, among other things, the commission has a diverse membership with expertise in transportation issues, taking into consideration factors, including, but not limited to, socioeconomic background and professional experience, which may include experience working in, or representing, disadvantaged communities. This bill would require that at least one of

those Governor-appointed members of the commission have expertise in transportation issues and professional experience that includes experience working in, or representing, disadvantaged communities.

**Position**

**[AB 846](#) ([Bonta D](#)) **Low-income housing credit: rent increases.****

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 5/1/2024-S. HOUSING

**Summary:** Current law establishes a low-income housing tax credit program, through which the California Tax Credit Allocation Committee allocates low-income housing tax credits aimed at providing affordable low-income housing within and throughout the state. Current law authorizes the committee to undertake specified responsibilities in allocating the tax credit, including entering into regulatory agreements relating to projects that are allocated the tax credit. Current law requires the committee, when allocating the tax credit, to prefer specified projects, including projects that serve lowest income tenants at rents affordable to those tenants. This bill would require the committee, on or before June 30, 2025, to adopt regulations to establish a limit on annual rent increases for tenants in existing properties that were allowed a low-income housing tax credit.

**Position**

**[AB 914](#) ([Friedman D](#)) **Electrical infrastructure: California Environmental Quality Act: review time period.****

**Current Text:** Amended: 7/13/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-S. 2 YEAR

**Summary:** The California Environmental Quality Act (CEQA) requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay.

**Position**

Support

**[AB 930](#) ([Friedman D](#)) **Local government: infrastructure financing districts: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts: housing development: restrictive covenants.****

**Current Text:** Amended: 6/5/2024 [html](#) [pdf](#)

**Location:** 5/1/2024-S. L. GOV.

**Summary:** Current law authorizes certain local agencies to form a community revitalization authority within a community revitalization and investment area, as described, and authorizes an authority to, among other things, provide for low- and moderate-income housing and issue bonds, as provided. Current law authorizes a community revitalization and investment plan to provide for the division of taxes within the plan area. This bill would authorize the legislative bodies of 2 or more specified local governments to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would authorize a local government that lacks the authority to levy a property tax to join a RISE district, by resolution, as specified.

**Position**

Support

**[AB 990](#) ([Grayson D](#)) **Water quality: waste discharge requirements: infill housing projects.****

**Current Text:** Amended: 1/25/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. APPR.

**Summary:** Under current law, the State Water Resources Control Board and the 9 California regional water quality control boards regulate water quality and prescribe waste discharge requirements in accordance with the federal National Pollutant Discharge Elimination System (NPDES) permit program established by the federal Clean Water Act and the act. This bill would require the regional water board, defined to mean the regional water board with geographic boundaries for the San Francisco Bay region, to, by July 1, 2025, initiate modifications to its waste discharge requirements, as specified. The bill would require these modifications to be completed within 6 months of initiation. Before finalizing the modifications, the bill would require the regional water board to make specified findings, including, among other things, that concerns regarding the potential impacts of the draft NPDES permit

requirements on the development of housing on infill sites have been adequately addressed. The bill would make these provisions inoperative on July 1, 2028, and would repeal them on January 1, 2029.

**Position**

**[AB 1176](#) (Zbur D) General plans: Local Electrification Planning Act.**

**Current Text:** Amended: 5/29/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E. U., & C.

**Summary:** The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city's or county's physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location an extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require a city, county, or city and county to prepare and adopt a specified plan, or otherwise integrate a plan into the general plan, that, among other things, identifies opportunities to expand electric vehicle charging to meet the needs of the city's, county's, or city and county's current and future visitors, residents, and businesses, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for investments in zero-emission technologies that directly benefit these groups, as specified. The bill would require a city, county, or city and county to adopt a specified plan, or otherwise integrate the plan into the general plan, on or after January 1, 2026, but no later than January 1, 2029.

**Position**

**[AB 1250](#) (Friedman D) Department of Transportation: low-carbon materials.**

**Current Text:** Amended: 8/14/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-S. 2 YEAR

**Summary:** Would require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature that discusses, among other things, the global warming potential, as defined, associated with certain materials currently used in state transportation projects, alternative and emerging materials with lower carbon emissions or net-negative carbon emissions, and strategies for using materials with lower carbon materials. The bill would require the department to report to the Legislature annually on the department's progress in implementing the strategies described above.

**Position**

**[AB 1318](#) (Rivas, Luz D) California Environmental Quality Act: exemption: residential projects.**

**Current Text:** Introduced: 2/16/2023 [html](#) [pdf](#)

**Location:** 6/7/2024-S. E.Q.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would expand the exemption by increasing the size of a residential project that would qualify for the exemption to include a project of not more than 5 acres in total area. The bill would require a lead agency approving an exempt residential project on an urbanized infill site to file a notice of exemption with the Office of Planning and Research, as specified. This bill contains other related provisions and other existing laws.

**Position**

**[AB 1333](#) (Ward D) Single-family dwelling units: bundled sales.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 5/1/2024-S. JUD.

**Summary:** Current law regulates the transfer of property. Current law generally permits any kind of property to be transferred, subject to specified exceptions. This bill would prohibit a homebuilder of a new single-family dwelling unit, as defined, from conducting a bundled sale of 2 or more parcels of real property containing one to 4 single-family dwelling units, inclusive, under a single assessor's parcel number, in a single transaction to an institutional investor, as defined, if the certificate of occupancy was issued for a single-family dwelling unit within the bundled sale and the contract of sale was entered into on or after January 1, 2025. The bill would exempt a homebuilder from this prohibition if

the homebuilder obtains an affidavit signed under penalty of perjury from the buyer that the buyer is not an institutional investor, among other things.

**Position**

**AB 1335 (Zbur D) Local government: transportation planning and land use: sustainable communities strategy.**

**Current Text:** Amended: 6/22/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-S. 2 YEAR

**Summary:** Current law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Current law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. This bill would additionally require each metropolitan planning organization to include in the sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and the total number of new housing units necessary to house the above-described 8-year projection, as specified.

**Position**

Oppose

**AB 1348 (Grayson D) State government: Controller: claims audits.**

**Current Text:** Amended: 5/18/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-S. 2 YEAR

**Summary:** Existing law, the Government Claims Act, generally requires the presentation of all claims for money or damages against local public entities and the state. Existing law provides for the presentation of a claim for which appropriations have been made, or for which state funds are available, under that act to the Controller, in the form and manner prescribed by the general rules and regulations adopted by the Department of General Services. Existing law, with specified exceptions, prohibits the Controller from drawing a warrant for any claim until it has been audited in conformity with law and the general rules and regulations adopted by the Department of General Services governing the presentation and audit of claims. This bill would authorize the Controller to conduct, unless prohibited by the provisions of a state ballot proposition passed by the electorate, financial and compliance audits as the Controller's office deems as necessary for purposes of ensuring that any expenditures, regardless of the source or fund from which the warrants for claims are drawn, are expended in a manner consistent with the law and the voters' intent. The bill would also authorize the Controller to conduct any audits necessary to carry out their constitutional and statutory duties and responsibilities under the law. The bill would require, if an audit is conducted as specified, the Controller to provide a report with specified information from these audits to the Legislature by June 30 following the completion of the audit and would require the Controller to allow all auditees in the report a reasonable period of time to review and comment on the section of the report relating to the auditee, as described. The bill would make related legislative findings and declarations.

**Position**

**AB 1349 (Irwin D) Electric vehicle charging station networks: data fields.**

**Current Text:** Amended: 6/5/2023 [html](#) [pdf](#)

**Location:** 7/14/2023-S. 2 YEAR

**Summary:** Current law requires the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, as part of the development of the investment plan for the Clean Transportation Program, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure, except as specified. This bill would require, on and after June 1, 2024, owners, operators, and infrastructure developers of electric vehicle charging stations, except for charging stations located at residential dwellings, as defined, for which those parties are awarded a state grant to support the electric vehicle charging stations, including related infrastructure, on or after January 1, 2024, to ensure that specified data fields for the owner's or operator's entire network of electric vehicle charging stations in California are made available, free of charge, to third-party software developers through an application programming interface, as specified. The bill would authorize other owners, operators, and infrastructure developers of electric vehicle charging stations not located at

residential dwellings to ensure that those data fields are available to third-party software developers under the same conditions.

**Position**

**AB 1588 (Wilson D) Communications: fees: lifeline service: broadband.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 5/1/2024-S. G.O.

**Summary:** Current law vests the Public Utilities Commission with regulatory authority over public utilities. Current law requires the commission to require interconnected Voice over Internet Protocol (VoIP) service providers, as described, to collect and remit surcharges on their California intrastate revenues in support of specified public purpose program funds, as specified. This bill would delete that requirement.

**Position**

**AB 1657 (Wicks D) The Affordable Housing Bond Act of 2024.**

**Current Text:** Amended: 3/4/2024 [html](#) [pdf](#)

**Location:** 3/4/2024-S. APPR.

**Summary:** Current law authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Affordable Housing Bond Act of 2024, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and homeownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. This bill would provide for submission of the bond act to the voters at the March 5, 2024, statewide general election in accordance with specified law.

**Position**

**AB 1713 (Gipson D) Local agencies: federal funds: reports.**

**Current Text:** Amended: 7/11/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-S. 2 YEAR

**Summary:** Would require a local agency that receives federal funds that are subject to an expiration date, and recurrently and persistently fails to spend a substantial amount of those funds by the expiration date, as provided, to submit a written report to the local agency's legislative body no later than one year after the funding expiration date with an enumeration of the amount of funds returned, a summary of the reasons the funds were returned, and an analysis of policy or operational changes required to ensure that relevant federal funds are spent timely in the future. The bill would require the local agency's legislative body to include the report on the agenda of a public meeting. The bill would apply these provisions to specified types of grants, and only where the local agency returns at least \$10,000,000 from a single federal allocation.

**Position**

**AB 1774 (Dixon R) Vehicles: electric bicycles.**

**Current Text:** Introduced: 1/3/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-S. CONSENT CALENDAR

**Summary:** Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and requires electric bicycles to comply with specified equipment and manufacturing requirements. Current law prohibits a person from tampering with or modifying an electric bicycle so as to change the speed capability of the bicycle, unless they appropriately replace the label indicating the classification required, as specified. A violation of the Vehicle Code is a crime. This bill would clarify that the exception to this prohibition only applies if the bicycle continues to meet the definition of an electric bicycle. This bill would prohibit a person from selling a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle.

**Position**

**AB 1777 (Ting D) Autonomous vehicles.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Current law requires the department to adopt regulations setting forth requirements for the submission and approval of an application, including, among other things, any testing, equipment, and performance standards the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, as specified. This bill would require, if an autonomous vehicle does not have a person in the driver's seat and commits a violation of the Vehicle Code, or has a person in the driver's seat but commits the violation while the autonomous technology is engaged, the manufacturer to be cited for the violation. If an autonomous vehicle has a person in the driver's seat and commits a violation of the Vehicle Code while the autonomous technology is not engaged, the bill would require the driver to be cited for the violation. The bill would require manufacturers of fully autonomous vehicles, by July 1, 2026, to comply with certain requirements, including, among other things, to maintain a dedicated emergency response telephone line that is available for emergency response officials, as defined, and to equip each autonomous vehicle with a 2-way voice communication device that enables emergency response officials that are near the vehicle to communicate effectively with a remote human operator, as specified.

**Position**

**AB 1778 (Connolly D) Vehicles: electric bicycles.**

**Current Text:** Amended: 5/30/2024 [html](#) [pdf](#)

**Location:** 5/30/2024-S. THIRD READING

**Summary:** Would establish the Marin Electric Bicycle Safety Pilot Program that would, until January 1, 2029, authorize a local authority within the County of Marin, or the County of Marin in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 16 years of age from operating a class 2 electric bicycle or require a person operating a class 2 electric bicycle to wear a bicycle helmet, as specified. The bill would require an ordinance or resolution that is adopted for this purpose to make a violation punishable by warning notices for the first 60 days after the prohibition comes into effect. After the 60-day period, the bill would require a violation to be an infraction punishable by a fine of \$25. The bill would prohibit a record of the action from being transmitted to the court and a fee from being imposed if the person who violates the ordinance or resolution delivers proof to the issuing agency within 120 days after the citation was issued that the person has completed specified requirements. The bill would, if an ordinance or resolution is adopted, require the county to, by January 1, 2028, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for violations, the results of the traffic stops, and the actions taken by peace officers during the traffic stops, as specified. The bill would require the local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution, as specified.

**Position**

**AB 1782 (Ta R) Redevelopment: successor agencies: Low and Moderate Income Housing Asset Fund.**

**Current Text:** Amended: 5/28/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. APPR.

**Summary:** Current law dissolved redevelopment agencies and community development agencies as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved redevelopment agencies and to, among other things, make payments due for enforceable obligations and to perform duties required by any enforceable obligation. Current law authorizes the city, county, or city and county that created a former redevelopment agency to elect to retain the housing assets and functions previously performed by the former redevelopment agency. Current law requires the housing successor to maintain any funds transferred to it, together with any funds generated from housing assets in a separate Low and Moderate Income Housing Asset Fund to be used in accordance with applicable housing-related provisions of the Community Redevelopment Law, except as specified. Current law requires the housing successor to expend funds received from the successor agency to meet its enforceable obligations, and for specified administrative and monitoring costs relating to ensuring the long-term affordability of units subject to affordability restrictions. Current law authorizes a housing successor, if it has fulfilled specified obligations regarding the replacement of dwelling units, to expend up to \$250,000 per fiscal year for homeless prevention and rapid rehousing services, including the provision of short-term or medium-term rental assistance, contributions toward the construction of local or regional homeless shelters, and housing relocation and stabilization services. This bill would increase the amount that a housing successor may expend per year on those homeless prevention and rapid rehousing services to \$500,000, plus any percentage change in the cost of living, as defined.

**Position**

**[AB 1785](#) (Pacheco D) California Public Records Act.**

**Current Text:** Amended: 5/29/2024 [html](#) [pdf](#)

**Location:** 5/8/2024-S. JUD.

**Summary:** The California Public Records Act prohibits a state or local agency from posting the home address or telephone number of any elected or appointed official on the internet without first obtaining the written permission of that individual. This bill would instead prohibit a state or local agency from publicly posting, as defined, the home address, telephone number, or both the name and assessor parcel number associated with the home address of any elected or appointed official on the internet without first obtaining the written permission of that individual. By expanding the scope of a current provision and thereby increasing the duties of local agencies, the bill would impose a state-mandated local program.

**Position**

**[AB 1786](#) (Rodriguez D) California Individual Assistance Act: California Local Assistance Act.**

**Current Text:** Amended: 4/16/2024 [html](#) [pdf](#)

**Location:** 5/8/2024-A. APPR. SUSPENSE FILE

**Summary:** Existing law, the California Emergency Services Act, empowers the Governor to proclaim a state of emergency under certain circumstances. This bill would add climate change and climate change exacerbated conditions to the list of conditions for which a state of emergency or local emergency may be proclaimed.

**Position**

**[AB 1788](#) (Quirk-Silva D) Mental health multidisciplinary personnel team.**

**Current Text:** Amended: 6/5/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. JUD.

**Summary:** Current law authorizes a county to establish a homeless adult and family multidisciplinary personnel team, as defined, with the goal of facilitating the expedited identification, assessment, and linkage of homeless individuals to housing and supportive services within that county and to allow provider agencies to share confidential information for the purpose of coordinating housing and supportive services to ensure continuity of care. This bill would authorize counties to also establish mental health multidisciplinary personnel team, as defined, with the goal of facilitating the expedited identification, assessment, and linkage of justice-involved persons diagnosed with a mental illness to supportive services within that county while incarcerated and upon release from county jail and to allow provider agencies and members of the personnel team to share confidential information, as specified, for the purpose of coordinating supportive services to ensure continuity of care. The bill would require the sharing of information permitted under these provisions to be governed by protocol developed in each county, as specified, and would require each county to provide a copy of its protocols to the State Department of Health Care Services.

**Position**

**[AB 1789](#) (Quirk-Silva D) Department of Housing and Community Development.**

**Current Text:** Introduced: 1/4/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** Current law authorizes the Department of Housing and Community Development, upon appropriation, to make loans or grants, or both loans and grants, to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of department-funded housing projects that have an affordability restriction that has expired, that have an affordability restriction with a remaining term of less than 10 years, or are otherwise at risk of conversion to market-rate housing. This bill would also authorize the department to make those loans and grants to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of housing projects that qualify as a challenged development. The bill would define "challenged development" for these purposes to mean a development that meets a specified criteria including that the development is at least 15 year old, serves households of very low income or extremely low income, and has insufficient access to private or other public resources to complete substantial rehabilitation, as determined by the department.

**Position**

**[AB 1799](#) (Jackson D) Child abuse: reporting.**

**Current Text:** Amended: 6/3/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. RLS.

**Summary:** The Child Abuse and Neglect Reporting Act requires certain professionals, including specified health practitioners and social workers, known as "mandated reporters," to report known or

reasonably suspected child abuse or neglect to a local law enforcement agency or a county welfare or probation department, as specified. Failure by a mandated reporter to report an incident of known or reasonably suspected child abuse or neglect is a misdemeanor. Current law defines "neglect" for these purposes as the negligent treatment or the maltreatment of a child by a person responsible for the child's welfare under circumstances indicating harm or threatened harm to the child's welfare. Current law defines "general neglect" as the negligent failure of a person having the care or custody of a child to provide adequate food, clothing, shelter, medical care, or supervision where no physical injury to the child has occurred. The bill would specify that a mandated reporter is not required, but is permitted, to report a case of general neglect under the Act.

**Position**

**AB 1801 (Jackson D) Supportive housing: administrative office space.**

**Current Text:** Introduced: 1/8/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. L. GOV.

**Summary:** Under current law, supportive housing is a use by right in zones where multifamily and mixed uses are permitted if the developer satisfies certain requirements. Current law defines "supportive housing" as housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supportive housing resident in specified activities. Current law requires a supportive housing development to include nonresidential floor area used for onsite services in specified amounts. In this regard, current law requires a supportive housing development with less than 20 units to provide at least 90 square feet for onsite supportive services. This bill would authorize a supportive housing development that is subject to the above-described use by right provisions to include administrative office space in its nonresidential floor area, provided that the total floor area dedicated to administrative office space does not exceed 50% of the total floor area dedicated to residential units. The bill would define "administrative office space" as an organizational headquarters or auxiliary office space utilized by a nonprofit organization for the purpose of providing onsite supportive services at a supportive housing development and other nonprofit operations.

**Position**

**AB 1812 (Gabriel D) Budget Act of 2024.**

**Current Text:** Introduced: 1/10/2024 [html](#) [pdf](#)

**Location:** 1/16/2024-A. BUDGET

**Summary:** Would make appropriations for the support of state government for the 2024–25 fiscal year.

**Position**

**AB 1817 (Alanis R) Homeless youth.**

**Current Text:** Amended: 3/18/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HUM. S.

**Summary:** Current law requires the California Interagency Council on Homelessness to set and measure progress toward goals to prevent and end homelessness among youth in California by setting specific, measurable goals aimed at preventing and ending homelessness among youth in the state, including, among others, decreasing the duration and frequency of experiences of homelessness among California's youth. This bill would additionally require the council to set the goals of decreasing the number of young people experiencing homelessness in the state who struggle with food insecurity and decreasing the unemployment rate among young people experiencing homelessness by increasing access to employment opportunities and economic stability.

**Position**

**AB 1818 (Jackson D) Public postsecondary education: overnight student parking: pilot program.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. ED.

**Summary:** Current law requests the campuses of the California Community Colleges, and requires the campuses of the California State University, to give priority housing to current and former homeless youth, as specified. This bill would require the Chancellor of the California Community Colleges and the Chancellor of the California State University to establish pilot programs to allow overnight parking by eligible students, as defined, and would require the chancellors, with the participation of student representatives, and, for the community college pilot program, with the additional participation of community college district leaders, to determine a plan of action for implementing the pilot program that includes, among other things, the issuance of an overnight parking permit. The bill would require the chancellors to implement the above-described provisions on or before August 1, 2025.



**Position**

**[AB 1819](#) (Waldron R) Enhanced infrastructure financing districts: public capital facilities: wildfires.**

**Current Text:** Amended: 5/2/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. L. GOV.

**Summary:** Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance. Current law authorizes the district's governing board to issue, by majority vote, bonds, as specified. This bill would additionally authorize an enhanced infrastructure financing district that is at least partially in high or very high fire hazard severity zones designated by the State Fire Marshal, as specified, to finance heavy equipment to be used for vegetation clearance and firebreaks, undergrounding of local publicly owned electric utilities, as defined, against wildfires, and equipment used for fire watch, prevention, and fighting.

**Position**

**[AB 1820](#) (Schiavo D) Housing development projects: applications: fees and exactions.**

**Current Text:** Amended: 6/5/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. L. GOV.

**Summary:** Current law requires a city or county to deem an applicant for a housing development project to have submitted a preliminary application upon providing specified information about the proposed project to the city or county from which approval for the project is being sought. Current law requires a housing development project be subject only to the ordinances, policies, and standards adopted and in effect when the preliminary application was submitted. This bill would authorize a development proponent that submits a preliminary application for a housing development project to request a preliminary fee and exaction estimate, as defined, and would require a city, county, or city and county to provide the estimate within 30 business days of the submission of the preliminary application. For development fees imposed by an agency other than a city, county, or city and county, the bill would require the development proponent to request the fee schedule from the agency that imposes the fee without delay.

**Position**

**[AB 1827](#) (Papan D) Local government: fees and charges: water: higher consumptive water parcels.**

**Current Text:** Amended: 4/4/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. L. GOV.

**Summary:** The California Constitution specifies various requirements with respect to the levying of assessments and property-related fees and charges by a local agency, including requiring that the local agency provide public notice and a majority protest procedure in the case of assessments and submit property-related fees and charges for approval by property owners subject to the fee or charge or the electorate residing in the affected area following a public hearing. Current law, known as the Proposition 218 Omnibus Implementation Act, prescribes specific procedures and parameters for local jurisdictions to comply with these requirements and, among other things, authorizes an agency providing water, wastewater, sewer, or refuse collection services to adopt a schedule of fees or charges authorizing automatic adjustments that pass through increases in wholesale charges for water, sewage treatment, or wastewater treatment or adjustments for inflation under certain circumstances. Current law defines, among other terms, the term "water" for these purposes to mean any system of public improvements intended to provide for the production, storage, supply, treatment, or distribution of water from any source. This bill would provide that the fees or charges for property-related water service imposed or increased, as specified, may include the incrementally higher costs of water service due to specified factors, including the higher water usage demand of parcels.

**Position**

**[AB 1834](#) (Garcia D) Resource adequacy: Electricity Supply Strategic Reliability Reserve Program.**

**Current Text:** Amended: 4/15/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E. U., & C.

**Summary:** Current law requires the Public Utilities Commission (PUC) or the State Energy Resources Conservation and Development Commission to determine a capacity payment unit cost in kilowatt per month for load-serving entities or local publicly owned electric utilities, respectively, that is based on the monthly cost of the resources procured using the moneys from the Electricity Supply Strategic Reliability Reserve Program, as provided. This bill would require the PUC and the Energy Commission, in determining the capacity payment unit cost, to consider mitigating factors.

**Position**

**[AB 1837](#) (Papan D) San Francisco Bay area: public transit: Regional Network Management Council.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Current law requires the commission to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction, as specified. This bill would create the Regional Network Management Council as an 11-member council to represent the interests of its stakeholders, to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit. The bill would require the commission to facilitate the creation of the council.

**Position**

**[AB 1840](#) (Arambula D) California Dream for All Program: eligibility.**

**Current Text:** Amended: 4/18/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** Current law establishes the California Dream for All Program to provide shared appreciation loans to qualified first-time homebuyers, as specified. Current law establishes the California Dream for All Fund, which is continuously appropriated for expenditure pursuant to the program and defraying the administrative costs for the agency. Current law authorizes moneys deposited into the fund to include, among other moneys, appropriations from the Legislature from the General Fund or other state fund. This bill would specify that an applicant under the program who meets all other requirements for a loan under the program, including, but not limited to, any requirements imposed by the Federal National Mortgage Association or other loan servicer, shall not be disqualified solely based on the applicant's immigration status. By expanding the persons eligible to receive moneys from a continuously appropriated fund, this bill would make an appropriation. The bill would recast the fund so that appropriations from the Legislature from the General Fund or other state fund are deposited into the California Dream for All Subaccount, which the bill would create and make available upon appropriation by the Legislature for specified purposes.

**Position**

**[AB 1849](#) (Grayson D) Song-Beverly Consumer Warranty Act: services and repairs: travel trailers and motor homes.**

**Current Text:** Amended: 6/6/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. JUD.

**Summary:** Current law requires a manufacturer or its representative who fails to service or repair goods pursuant to an express warranty, after a reasonable number of attempts, to replace those goods or to reimburse the buyer, as specified. This bill, if a manufacturer or its representative does not service or repair a travel trailer or a portion of a motor home, as specified, to conform to applicable express warranties after a reasonable number of attempts, would authorize a buyer to elect reimbursement in lieu of replacement, and would specify that the buyer is not required to accept a replacement travel trailer or motor home.

**Position**

**[AB 1852](#) (Pacheco D) Joint powers agencies: Clean Power Alliance of Southern California: meetings.**

**Current Text:** Enrollment: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-A. ENROLLMENT

**Summary:** Current law makes certain information presented to the joint powers agency in closed session confidential, and authorizes a member of the legislative body of a local agency member to disclose certain information obtained in a closed session to legal counsel of that member local agency for specified purposes or to other members of the legislative body of that local agency in a closed session, as specified. Current law further authorizes the Clean Power Alliance of Southern California, or its successor entity, to authorize a designated alternate member of its legislative body who is not a member of the legislative body of a local agency member to attend its closed sessions and to make similar disclosures described above, as specified. If the Clean Power Alliance of Southern California, or its successor entity, exercises this authority, existing law requires it to establish certain policies to prevent conflicts of interest and to address breaches of confidentiality. Current law repeals these provisions relating to the Clean Power Alliance of Southern California on January 1, 2025. This bill would extend that repeal date to January 1, 2030. This bill would make legislative findings and declarations as to the necessity of a special statute for the Clean Power Alliance of Southern California.

## Position

### [AB 1862](#) **(Chen R) Engineering, land surveying, and architecture: limited liability partnerships.**

**Current Text:** Amended: 5/9/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. B., P. & E.D.

**Summary:** The Professional Engineers Act and the Professional Land Surveyors' Act provide for the licensure and regulation of engineers and land surveyors by the Board for Professional Engineers, Land Surveyors, and Geologists. The Architects Practice Act provides for the licensure and regulation of architects by the California Architects Board. The Uniform Partnership Act of 1994 authorizes the formation of registered limited liability partnerships and foreign limited liability partnerships, as specified. Existing law authorizes persons licensed to engage in the practice of engineering, land surveying, or architecture to form registered limited liability partnerships and foreign limited liability partnerships if specified conditions are met. Current law requires a registered limited liability partnership or foreign limited liability partnership providing architectural, engineering, or land surveying services to comply with requirements, as specified, for claims based upon acts, errors, or omissions arising out of those services. Current law repeals these provisions on January 1, 2026. This bill would delete the January 1, 2026, repeal dates of the provisions described above, thereby indefinitely extending the authorization for persons licensed to engage in the practice of engineering, land surveying, or architecture to form limited liability partnerships, as specified, and make conforming changes.

## Position

### [AB 1865](#) **(Patterson, Jim R) Personal income taxes: exclusion: homeownership savings accounts.**

**Current Text:** Amended: 4/18/2024 [html](#) [pdf](#)

**Location:** 5/15/2024-A. APPR. SUSPENSE FILE

**Summary:** Would, on and after January 1, 2025, and before January 1, 2030, exclude from gross income any amount accruing to a first-time homeownership savings account, as defined, whose beneficiary is a qualified taxpayer. The bill would also, for taxable years beginning on or after January 1, 2025, and before January 1, 2030, exclude from gross income any amount withdrawn from a first-time homeownership savings account that is used to pay for qualified homeownership savings expenses of a qualified taxpayer who established the account. The bill would define a first-time homeownership savings account as an account with a financial institution that is designated as a first-time homeownership savings account by the person establishing the account that meets specified requirements.

## Position

### [AB 1868](#) **(Friedman D) Property taxation: assessments: affordable housing.**

**Current Text:** Amended: 4/18/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. REV. & TAX

**Summary:** Current law requires the county assessor to consider, when valuing real property for property taxation purposes, the effect of any enforceable restrictions to which the use of the land may be subjected. Under current law, these restrictions include, among other enumerated items, a recorded contract with a nonprofit corporation that meets prescribed requirements, including requirements that the nonprofit corporation has received a welfare exemption for properties intended to be sold to low-income families who participate in a special no-interest loan program, and that the contract includes a deed of trust on the property in favor of the nonprofit corporation to ensure compliance with the terms of the program, as described. This bill would, for purposes of valuing property by the county assessor, establish a rebuttable presumption that, at the time of purchase, an assessor shall not include the value of the above-described deed of trust.

## Position

### [AB 1878](#) **(Garcia D) Housing programs: tribal housing program.**

**Current Text:** Introduced: 1/22/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** Current law, the G. David Singleton California Indian Assistance Program, requires the Department of Housing and Community Development to provide comprehensive technical assistance to tribal housing authorities, housing sponsors, and governmental agencies on reservations, rancherias, and on public domain to facilitate the planning and orderly development of suitable, decent, safe, and sanitary housing for American Indians residing in these areas. Upon request of the governing body of a reservation or rancheria, current law authorizes the department to act on behalf of the tribal housing authority and perform the functions thereof. This bill would remove the authority for the department to act on behalf of the tribal housing authority. The bill would also require the department to provide comprehensive technical assistance to tribes, designated tribal housing entities, and tribal housing

departments on reservations, rancherias, and on public domain, and tribes that want to participate in tribal housing grant programs on fee simple land. The bill would additionally require the department to provide comprehensive technical assistance to facilitate the planning and orderly development of suitable, decent, safe, and sanitary housing for American Indians residing within a tribe's designated service area, as defined by the tribe. The bill would require the department to provide outreach, education, and comprehensive technical assistance to tribes, tribal housing authorities, tribally designated housing entities, housing departments of a tribe, housing sponsors, and governmental agencies on reservations, rancherias, and on public domain in the development of tribal housing grant programs, and before, during, and after the grant application process.

**Position**

**AB 1881 (Davies R) California Coastal Commission: scientific panel expertise: coastal erosion.**

**Current Text:** Amended: 3/11/2024 [html](#) [pdf](#)

**Location:** 5/1/2024-S. N.R. & W.

**Summary:** The California Coastal Act of 1976 establishes in the Natural Resources Agency the California Coastal Commission and provides for the planning and regulation of development in the coastal zone, as defined. The act requires the commission, if it determines that it has sufficient resources, to establish one or more scientific panels to review technical documents and reports, among other things. The act requires the panel or panels to be composed of, but not limited to, persons with expertise and training in specified topics, including coastal geomorphology. This bill would include persons with expertise and training in the topic of coastal erosion as part of the composition of the panel described above.

**Position**

**AB 1883 (Calderon D) Insurance: home protection contracts.**

**Current Text:** Amended: 4/9/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. INS.

**Summary:** Current law regulates home protection companies, which issue contracts for the repair or replacement of a component, system, or appliance of a home. Current law prohibits a person from issuing or offering a home protection contract unless the person holds a home protection company license issued by the Department of Insurance, as specified. This bill would, notwithstanding the above-described provisions, prohibit a person or entity from selling or offering any form of a home protection contract unless the person is licensed as an insurance agent or broker, falls under a specified exemption, or has been issued a license under the provisions described below. The bill would provide for the licensure of an applicant and require specified information be submitted to the Insurance Commissioner along with a written application, including an application fee, as specified, and a certificate by a home protection company or insurer stating that it is satisfied that the named applicant is trustworthy and competent to act as an agent on its behalf. The bill would authorize an endorsee, as defined, to act on behalf of, or under the supervision of, a licensee, as defined, in matter relating to selling or offering home protection contracts, if specified conditions are met. The bill would require the licensee to provide specified training to an endorsee prior to allowing the endorsee to sell or offer home protection contracts.

**Position**

**AB 1886 (Alvarez D) Housing Element Law: substantial compliance: Housing Accountability Act.**

**Current Text:** Amended: 4/15/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law, commonly referred to as the Housing Element Law, prescribes requirements for a city's or county's preparation of, and compliance with, its housing element, and requires the Department of Housing and Community Development to review and determine whether the housing element substantially complies with the Housing Element Law, as specified. If the department finds that a draft housing element or amendment does not substantially comply with the Housing Element Law, current law requires the legislative body of the city or county to either (A) change the draft element or amendment to substantially comply with the Housing Element Law or (B) adopt the draft housing element or amendment without changes and make specified findings as to why the draft element or amendment substantially complies with the Housing Element Law despite the findings of the department. Current law requires a planning agency to promptly submit an adopted housing element or amendment to the department and requires the department to review the adopted housing element or amendment and report its findings to the planning agency within 60 days. This bill would require a planning agency that makes the above-described findings as to why a draft housing element or amendment substantially complies with the Housing Element Law despite the findings of the department to submit those findings to the department. The bill would require the department to review those findings in its review of an adopted housing element or amendment. The bill would create a rebuttable presumption of

validity for the department's findings as to whether the adopted element or amendment substantially complies with the Housing Element Law. Because the bill would require planning agencies to submit specified findings to the department with an adopted housing element or amendment, the bill would impose a state-mandated local program.

**Position**

**AB 1889 (Friedman D) Conservation element: wildlife and habitat connectivity.**

**Current Text:** Amended: 6/4/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. L. GOV.

**Summary:** The Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive general plan that includes various elements, including land use, housing, and conservation elements, as specified. Current law requires the conservation element to consider the effect of development within the jurisdiction on natural resources located on public lands. This bill would additionally require the conservation element to consider the effect of development within the jurisdiction on the movement of wildlife and habitat connectivity. The bill would require the conservation element, upon the next update of one or more elements on or after January 1, 2028, to, among other things, identify and analyze connectivity areas, permeability, and natural landscape area within the jurisdiction, identify and analyze existing or planned wildlife passage features, and consider the impacts of development and the barriers caused by development to wildlife and habitat connectivity. The bill would authorize a city, county, or city and county to incorporate by reference into its general plan an existing plan that meets these requirements. The bill would authorize a city, county or city and county preparing to update its conservation element to consider incorporating appropriate standards, policies, and implementation programs, consult with specified entities, and consider relevant best available science.

**Position**

**AB 1893 (Wicks D) Housing Accountability Act: housing disapprovals: required local findings.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law, commonly referred to as the Housing Element Law, prescribes requirements for a city's or county's preparation of, and compliance with, its housing element, and requires the Department of Housing and Community Development to review and determine whether the housing element substantially complies with the Housing Element Law, as specified. Current law, the Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households unless the local agency makes written findings as to one of certain sets of conditions, as specified. Among these conditions, the act allows a local agency to disapprove a housing development project that is inconsistent with the jurisdiction's zoning ordinances and general plan land use designation as it existed on the date the application was deemed complete, if the jurisdiction has adopted a revised housing element that is in substantial compliance with the Housing Element Law, as specified. This bill would make various changes to that condition.

**Position**

**AB 1904 (Ward D) Transit buses: yield right-of-way sign.**

**Current Text:** Introduced: 1/23/2024 [html](#) [pdf](#)

**Location:** 5/30/2024-S. THIRD READING

**Summary:** Current law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Current law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it.

**Position**

**AB 1918 (Wood D) State building standards: solar-ready and photovoltaic and battery storage system requirements: exemption.**

**Current Text:** Amended: 4/3/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. HOUSING

**Summary:** Current law requires the California Building Standards Commission to approve and adopt building standards, to codify those standards in the California Building Standards Code, and to publish, or cause to be published, editions of the code in its entirety once every 3 years. Current law authorizes the State Energy Resources Conservation and Development Commission (Energy Commission) to prescribe, by regulation, energy efficiency standards, including appliance efficiency standards. Under this authority, the commission has established building standards for the installation of photovoltaic systems meeting certain requirements for certain residential and commercial buildings. This bill would exempt a building that is constructed in the service territory of a public utility district, as specified, and that receives all of its electricity pursuant to a preference right adopted and authorized by the United States Congress, if that electricity is carbon free, from the building standards adopted by the Energy Commission and the California Building Standards Commission that require new residential and commercial buildings to be solar ready or to have photovoltaic and battery storage systems installed. Because local entities would determine whether a building qualifies for the exemption, the bill would impose a state-mandated local program.

**Position**

**AB 1921 (Papan D) Energy: renewable electrical generation facilities: definition.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. E. U., & C.

**Summary:** Current law defines a "renewable electrical generation facility" as a facility that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements. Current law incorporates that definition into various programs, including the California Renewables Portfolio Standard Program, which requires the Public Utilities Commission to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from electrical generating facilities that meet the definition of "renewable electrical generation facility," and the net energy metering program, in which residential customers, small commercial customers, and commercial, industrial, or agricultural customers of an electrical utility, who use a renewable electrical generation facility, are eligible to participate, as specified. This bill would revise the definition of "renewable electrical generation facility" to include a facility that uses fuel cells or linear generators that use specified fuels.

**Position**

**AB 1932 (Ward D) Personal income tax: mortgage interest deduction.**

**Current Text:** Amended: 4/3/2024 [html](#) [pdf](#)

**Location:** 5/15/2024-A. APPR. SUSPENSE FILE

**Summary:** The Personal Income Tax Law allows various deductions in computing the income that is subject to the taxes imposed by that law, including, in modified conformity with federal income tax laws, a deduction for a limited amount of interest paid on acquisition indebtedness, as defined, with respect to a qualified residence of the taxpayer. Current law limits the aggregate amount treated as acquisition indebtedness for these purposes to \$1,000,000, or \$500,000 in the case of a married individual filing a separate return. Current law specifies for these purposes that a qualified residence includes the taxpayer's principal residence and one other residence selected by the taxpayer, as provided. This bill, for taxable years beginning on or after January 1, 2025, would disallow the deduction of acquisition indebtedness with respect to a qualified residence of a taxpayer other than the principal residence. This bill would require the Franchise Tax Board, in consultation with the Department of Finance, to estimate the amount of additional revenue resulting from the above-described modifications made with respect to the calculation of taxable income under the Personal Income Tax Law by this bill and to notify the Controller of that amount, as provided.

**Position**

**AB 1933 (Calderon D) Wildfire risk models.**

**Current Text:** Amended: 2/26/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. INS.

**Summary:** Current Department of Insurance regulations set forth requirements and limitations for wildfire risk models used to measure or assess the wildfire risk associated with a residential or commercial structure for classifying structures according to their wildfire risk or estimating losses corresponding to wildfire risk classifications. On or before January 1, 2026, and on or before each January 1 thereafter, this bill would require the department to report to the Assembly Committee on Insurance and the Senate Committee on Insurance regarding wildfire risk models it regulates.

**Position**

**[AB 1948](#) (Rendon D) Homeless multidisciplinary personnel teams.**

**Current Text:** Amended: 3/12/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. JUD.

**Summary:** Current law authorizes a county to establish a homeless adult and family multidisciplinary personnel team with the goal of facilitating the expedited identification, assessment, and linkage of homeless individuals to housing and supportive services within that county, and to allow provider agencies and members of the personnel team to share confidential information for the purpose of coordinating housing and supportive services to ensure continuity of care. Current law, until January 1 2025, authorizes the Counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego, Santa Clara, and Ventura to expand the goals of the homeless adult and family multidisciplinary personnel team to include facilitating the expedited identification, assessment, and linkage of individuals at risk of homelessness, as defined, to housing and supportive services, and the expedited prevention of homelessness. This bill would additionally authorize the County of San Mateo to expand the goals of the homeless adult and family multidisciplinary personnel team, as specified above.

**Position**

**[AB 1953](#) (Villapudua D) Vehicles: weight limits.**

**Current Text:** Amended: 5/15/2024 [html](#) [pdf](#)

**Location:** 6/6/2024-S. THIRD READING

**Summary:** Current state and federal laws set specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. Current federal law prohibits the maximum gross vehicle weight of a vehicle operated by an engine fueled primarily by natural gas or powered primarily by means of electric battery power from exceeding 82,000 pounds. Current state law, to the extent expressly authorized by federal law, authorizes a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds. This bill would clarify that the power unit of a near-zero emission or zero-emission vehicle, as defined, is authorized to exceed the allowable gross weight limits by up to 2,000 pounds, but no more than 2,000 pounds when the vehicle contains more than one power unit.

**Position**

**[AB 1957](#) (Wilson D) Public contracts: best value construction contracting for counties.**

**Current Text:** Amended: 4/8/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-S. CONSENT CALENDAR

**Summary:** Current law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Monterey, Riverside, San Bernardino, San Diego, San Mateo, Santa Clara, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Current law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Current law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Current law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2024. Current law repeals the pilot program provisions on January 1, 2025. This bill would instead authorize any county of the state to utilize this program and would extend the operation of those provisions until January 1, 2030. The bill would instead require the board of supervisors of a participating county to submit the report described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2029.

**Position**

**[AB 1961](#) (Wicks D) End Hunger in California Act of 2024.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HUM. S.

**Summary:** Current law establishes the Strategic Growth Council in state government consisting of various state agency heads and 3 public members. Current law requires the council to identify and review activities and funding programs of state agencies that may be coordinated to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet greenhouse gas emissions reduction goals, encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. Current law requires the council to manage and award grants and loans to support the planning and development of sustainable communities. Under current law, the policy of the state is that every human being has the right to access sufficient, affordable, and healthy food. Current law establishes various food assistance programs, including, among others, the federal Supplemental Nutrition Assistance Program (SNAP), known in California as CalFresh, under which supplemental nutrition assistance benefits

allocated to the state by the federal government are distributed to eligible individuals by each county. This bill would require the Strategic Growth Council, in consultation with specified entities, to appoint and convene the End Hunger in California Master Plan Task Force to make recommendations for future comprehensive strategies aimed at addressing access to healthy and culturally relevant food for all Californians.

**Position**

**AB 1965 (Rubio, Blanca D) Public health: Office of Tribal Affairs.**

**Current Text:** Amended: 5/30/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-S. APPR. SUSPENSE FILE

**Summary:** Would establish the Office of Tribal Affairs within the State Department of Public Health to be led by a Tribal Health Liaison to assist in addressing the public health disparities impacting tribal communities. The bill would require the office to communicate needs and to propose specific solutions from tribal communities to the department and state entities, as specified. The bill would provide that the Tribal Health Liaison be appointed by and serve at the pleasure of the State Public Health Officer and would require the State Public Health Officer to regularly consult with and consider input and information provided by the Tribal Health Liaison. The bill would require the Tribal Health Liaison, among other duties, to regularly consult with California tribal representatives, as specified, and oversee the department's tribal health equity meetings, advisory groups, and workgroups.

**Position**

**AB 1978 (Fong, Vince R) Vehicles: speed contests.**

**Current Text:** Amended: 4/15/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. RLS.

**Summary:** Would authorize a peace officer to not take a person into custody for violation of obstructing or placing a barricade or obstruction upon a highway or in an offstreet parking facility for the purpose of facilitating or aiding a motor vehicle speed contest or exhibition of speed, as specified, if the peace officer causes the removal and seizure of the vehicle used to commit that offense.

**Position**

**AB 2005 (Ward D) California State University: faculty and employee housing.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** The Teacher Housing Act of 2016 authorizes a school district to establish and implement programs that address the housing needs of teachers and school district employees who face challenges in securing affordable housing, as specified. The act provides that the purpose of the act is to facilitate the acquisition, construction, rehabilitation and preservation of affordable rental housing for teachers and school district employees to allow teachers or school district employees to access and maintain housing stability. The act provides that it specifically creates a state policy supporting housing for teachers and school district employees as described by specified federal law and permits school districts and developers in receipt of local or state funds or tax credits designated for affordable rental housing to restrict occupancy to teachers and school district employees on land owned by school districts, so long as that housing does not violate any other applicable laws. The act defines various terms for these purposes. This bill would authorize the California State University to establish and implement programs that address the housing needs of faculty or California State University employees who face challenges in securing affordable housing, as specified. The bill would provide that the purpose of its provisions are to facilitate the acquisition, construction, rehabilitation and preservation of affordable rental housing for faculty or California State University employees to allow them to access and maintain housing stability.

**Position**

**AB 2022 (Addis D) Mobilehome parks: emergency preparedness.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** Current law, under the Mobilehome Parks Act, requires every park with 50 or more units to have a person who is responsible for, and will respond in a timely manner to, emergencies concerning the operation and maintenance of the park that resides in the park and has knowledge of emergency procedures relative to utility systems and common facilities under the ownership and control of the owner of the park, and familiarity with the emergency preparedness plans for the park. This bill would, starting June 1, 2025, require that person who is responsible for emergencies concerning the operation and maintenance of the park to have knowledge of emergency procedures relative to access to park entrances and exits.



**Position**

**AB 2023 (Quirk-Silva D) Housing element: inventory of land: rebuttable presumptions.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** The Housing Element Law prescribes requirements for a city's or county's preparation of, and compliance with, its housing element, and requires the Department of Housing and Community Development to review and determine whether the housing element substantially complies with the Housing Element Law, as specified. Current law requires the housing element to include an inventory of land suitable and available for residential development. If that inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, current law requires that the local government rezone sites within 3 years after the date the housing element is adopted or within one year if the local government fails to adopt a housing element that the department finds to be in substantial compliance with the Housing Element Law within 120 days of the statutory deadline to adopt the housing element. This bill, for the 7th and each subsequent revision of the housing element, would require a local government to complete the rezoning of sites within one year of the statutory deadline for the adoption of the housing element or the earlier of 3 years after the date the housing element is adopted or 90 days after receipt of comments from the department, as specified, if the local government satisfies certain requirements, including submitting a draft element or draft amendment to the department for review within specified timeframes and adopting a draft element or draft amendment that the department finds to be insubstantial compliance with the Housing Element Law, as specified.

**Position**

**AB 2042 (Jackson D) Police canines: guidelines.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 5/24/2024-S. RLS.

**Summary:** Would require the Commission on Peace Officer Standards and Training, on or before January 1, 2026, to develop guidelines, as specified, for the use of canines by law enforcement. The bill would authorize the commission to periodically update these guidelines. The bill would require law enforcement agencies with a canine unit, on or before July 1, 2027, to adopt a policy for the use of canines that, at a minimum, complies with the guidelines developed by the commission. Because the bill would impose additional requirements on local law enforcement agencies, the bill would impose a state-mandated local program.

**Position**

**AB 2054 (Bauer-Kahan D) Energy: employment, gifts, and rates.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E. U., & C.

**Summary:** Current law establishes the State Energy Resources Conservation and Development Commission (Energy Commission) consisting of 5 members appointed by the Governor subject to confirmation by the Senate. Current law prohibits members of the Energy Commission from being employed by an electric utility or applicant or, within 2 years after the member ceases to be a member of the Energy Commission, by a person who engages in the sale or manufacture of a major component of a facility. A violation of this provision is punishable as a felony. This bill would prohibit a member of the Energy Commission from being employed by an entity subject to regulation by the Energy Commission for a period of one year after ceasing to be a member of the Energy Commission. The bill would prohibit a member of the Energy Commission from accepting a gift from an entity subject to regulation by the Energy Commission.

**Position**

**AB 2060 (Soria D) Lake and streambed alteration agreements: exemptions.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. N.R. & W.

**Summary:** Current law prohibits a person, a state or local governmental agency, or a public utility from substantially diverting or obstructing the natural flow of, or substantially changing or using any material from the bed, channel, or bank of, any river, stream, or lake, or depositing or disposing of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, unless prescribed requirements are met, including written notification to the Department of Fish and Wildlife regarding the activity. Current law requires the department to determine whether the activity may substantially adversely affect an existing fish and wildlife resource and, if so, to provide a draft lake or streambed alteration agreement to the person, agency, or utility. Current law prescribes various requirements for lake and streambed alteration agreements. Current

law also establishes various exemptions from these provisions, including, until January 1, 2029, an exemption for the diversion of floodflows for groundwater recharge, as provided. This bill would, until January 1, 2029, exempt from these provisions the temporary operation of existing infrastructure or temporary pumps being used to divert water to underground storage as long as certain conditions are met, including the use of protective screens on temporary pump intakes, as provided, for diversions directly from rivers or streams.

**Position**

**AB 2061 (Wilson D) Sales and Use Tax: exemptions: zero-emission public transportation ferries.**

**Current Text:** Amended: 5/1/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. REV. & TAX

**Summary:** Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill, beginning January 1, 2025, and until January 1, 2030, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined, sold to a public agency, as specified.

**Position**

**AB 2064 (Jones-Sawyer D) Community Violence Interdiction Grant Program.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HEALTH

**Summary:** Current law establishes the California Violence Intervention and Prevention Grant Program administered by the Board of State and Community Corrections, to award competitive grants for the purpose of violence intervention and prevention. Current law establishes the Youth Reinvestment Grant Program within the Board of State and Community Corrections to grant funds, upon appropriation, to local jurisdictions and Indian tribes for the purpose of implementing trauma-informed diversion programs for minors, as specified. This bill would create the Community Violence Interdiction Grant Program to be administered by the California Health and Human Services Agency to provide funding to local community programs for community-driven solutions to decrease violence in neighborhoods and schools. The bill would specify the types of programs the grant funds may be used for, including, but not limited to, programs that create and enhance recreation- and health-based interventions for youth during peak times of violence and the creation and operation of school-based health centers. The bill would require the agency to develop an application process and criteria for funding and would require the agency to administer the grant program, as specified. The bill would require, beginning July 31, 2025, and annually thereafter, the Director of Finance and the Legislative Analyst's Office to calculate the savings to the state from the closure of state prisons, as specified, and would require the Director of Finance to certify the results of the calculation to the Controller no later than August 1 of each fiscal year.

**Position**

**AB 2079 (Bennett D) Groundwater extraction: large-diameter, high-capacity water wells: permits.**

**Current Text:** Amended: 6/3/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. N.R. & W.

**Summary:** The Sustainable Groundwater Management Act requires all groundwater basins designated as high- or medium-priority basins by the Department of Water Resources to be managed under a groundwater sustainability plan or coordinated groundwater sustainability plans, except as specified. Current law authorizes any local agency or combination of local agencies overlying a groundwater basin to decide to become a groundwater sustainability agency for that basin and imposes specified duties upon that agency or combination of agencies, as provided. Current law requires the State Water Resources Control Board to adopt a model water well, cathodic protection well, and monitoring well drilling and abandonment ordinance implementing certain standards for water well construction, maintenance, and abandonment and requires each county, city, or water agency, where appropriate, to adopt a water well, cathodic protection well, and monitoring well drilling and abandonment ordinance that meets or exceeds certain standards. Under current law, if a county, city, or water agency, where appropriate, fails to adopt an ordinance establishing water well, cathodic protection well, and monitoring well drilling and abandonment standards, the model ordinance adopted by the state board is required to take effect, and is required to be enforced by the county or city and have the same force and effect as if adopted as a county or city ordinance. This bill would require a local enforcement agency, as defined, to perform specified activities at least 30 days before determining whether to approve a permit for a new large-diameter, high-capacity well, as defined. By imposing additional requirements on a local enforcement agency, the bill would impose a state-mandated local program.

**Position**

**AB 2081 (Davies R) Substance abuse: recovery and treatment programs.**

**Current Text:** Amended: 4/4/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HEALTH

**Summary:** Current law grants the State Department of Health Care Services the sole authority in state government to license adult alcoholism or drug abuse recovery or treatment facilities. The department is authorized to issue a license to specified types of facilities if certain criteria are met. Current law requires licensees to report specified events and incidents to the department, including, among others, the death of a resident at a licensed facility. Current law authorizes the department to investigate allegations of violations of governing law and take action upon a finding of a violation, as specified. This bill would require an operator of a licensed alcoholism or drug abuse recovery or treatment facility or certified alcohol or other drug program to include on its internet website and intake form paperwork a disclosure that an individual may check the internet website of the State Department of Health Care Services to confirm whether the facility’s license or program’s certification has been placed in probationary status, been subject to a temporary suspension order, been revoked, or the operator has been given a notice of operation in violation of law.

**Position**

**AB 2082 (Carrillo, Juan D) State highways: State Route 138: reduction.**

**Current Text:** Introduced: 2/5/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** Would authorize the California Transportation Commission to relinquish to the City of Palmdale all or a portion of State Route 138 within the city’s jurisdiction and prescribe conditions that apply upon relinquishment.

**Position**

**AB 2083 (Berman D) Industrial facilities’ heat application equipment and process emissions.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. E. U., & C.

**Summary:** The Warren-Alquist State Energy Resources Conservation and Development Act requires the State Energy Resources Conservation and Development Commission to adopt building design and construction standards and energy and water conservation standards for new residential and nonresidential buildings to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy, including energy associated with the use of water. The act requires those standards to be cost effective when taken in their entirety and when amortized over the economic life of the structure compared with historic practice. The act requires the commission to adopt, on a biennial basis, an integrated energy policy report containing an overview of major energy trends and issues facing the state, as specified. This bill would require the commission, on or before July 1, 2026, to assess the potential for the state to reduce the emissions of greenhouse gases from the state’s industrial facilities’ heat application equipment and processes Manufacturing Sector, as classified by the North American Industry Classification System, by at least 85% below 1990 levels by January 1, 2045, as specified.

**Position**

**AB 2085 (Bauer-Kahan D) Planning and zoning: permitted use: community clinic.**

**Current Text:** Amended: 4/9/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E.Q.

**Summary:** The Planning and Zoning Law, among other things, authorizes a development proponent to submit an application for a housing development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit, if the development satisfies certain objective planning standards. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA does not apply to the approval of ministerial projects. This bill would make a development that meets specified objective planning standards, including that, among other things, it is on a parcel that is within a zone where office, retail, health care, or parking are a principally permitted use, a permitted use and would require a local agency to review an application for that development on an administrative, nondiscretionary basis. The bill would require a local agency, within 60 calendar days of receiving an application pursuant to these provisions, to approve or deny the application subject to specified requirements.

**Position**

Attachment: SCAG Bill Report June 2024 (Legislative Tracking Report)

**[AB 2086](#) (Schiavo D) Transportation funding: California Transportation Plan: public dashboard.**

**Current Text:** Amended: 4/15/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** Current law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. Current law requires the department to complete the 3rd update to the plan by December 31, 2025, and to update the plan every 5 years thereafter. This bill would require the California Transportation Plan to also include a financial element that summarizes the full cost of plan implementation, a summary of available revenues through the planning period, and an analysis of what is feasible within the plan if constrained by a realistic projection of available revenues, as specified.

**Position**

**[AB 2091](#) (Grayson D) California Environmental Quality Act: exemption: public access: nonmotorized recreation.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. E.Q.

**Summary:** Would exempt from the California Environmental Quality Act (CEQA) a change in use approved by a public agency to allow public access, as provided, exclusively for nonmotorized recreation, as defined, in areas acquired or managed by a public agency for open space or park purposes. The bill would require the lead agency, if the lead agency determines that an activity is not subject to CEQA pursuant to this provision and determines to approve or carry out the activity, to file a notice with the State Clearinghouse in the Office of Planning and Research and with the county clerk of the county in which the land is located, as provided. By imposing duties on public agencies related to the exemption, this bill would create a state-mandated local program. The bill would repeal these provisions on January 1, 2030.

**Position**

**[AB 2114](#) (Irwin D) Building standards: exterior elevated elements: inspection.**

**Current Text:** Introduced: 2/5/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. JUD.

**Summary:** The Davis-Stirling Common Interest Development Act governs the management and operation of common interest developments. Current law requires the board of an association of a condominium project to cause a visual inspection to be conducted, at least every 9 years, of the exterior elevated elements for which the association has maintenance or repair responsibility. Current law requires the inspection to be conducted by a licensed structural engineer or architect. This bill would additionally authorize a licensed civil engineer to conduct the inspection.

**Position**

**[AB 2117](#) (Patterson, Joe R) Development permit expirations: actions or proceedings.**

**Current Text:** Introduced: 2/5/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. L. GOV.

**Summary:** The Planning and Zoning law generally requires that an action or proceeding challenging specified decisions of a public agency be commenced, and service made on the legislative body of the agency, within 90 days after the legislative body's decision. This bill, for purposes of determining the period of time before a variance, conditional use permit, or any other development permit or project approval issued by a city, county, or state agency expires, would exclude the period of time during which an action or proceeding involving the approval or conditional approval of the permit or project approval is or was pending.

**Position**

**[AB 2130](#) (Santiago D) Parking violations.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. TRANS.

**Summary:** Current law requires a specified administrative hearing process in the enforcement and processing of parking violations and penalties, and requires the issuing agency to conduct an initial administrative review of the notice of parking violation at the request of the contestant to whom the notice was mailed. Current law provides that if the contestant is dissatisfied with the results of the initial review, the contestant may request by telephone, in writing, or in person, an administrative

hearing by an examiner of the violation no later than 21 calendar days following the mailing of the results of the issuing agency's initial review. Current law requires that the person requesting the hearing have a choice of a hearing by mail or in person. This bill would require the person requesting the hearing to have a choice of a hearing by mail, in person, or, if offered by the issuing agency, by telephone or electronic means.

**Position**

**AB 2135 (Schiavo D) Public works contracts: wage and penalty assessment.**

**Current Text:** Amended: 5/20/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. L., P.E. & R.

**Summary:** Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if, after an investigation, the commissioner determines there has been a violation of the laws regulating public works contracts, including the payment of prevailing wages. Current law requires the assessment to be served not later than 18 months after the filing of valid notice of completion in the office of the county recorder in each county in which the public work or some part thereof was performed, or not later than 18 months after acceptance of the public work, whichever occurs last. This bill would extend the above-described time period to 24 months, and would authorize an extension of an additional 18 months for good cause, including ongoing investigation and assessment. The bill would prohibit the dismissal of an investigation solely on the basis that the Labor Commissioner or their designee did not complete their review and assessment within the prescribed time.

**Position**

**AB 2137 (Quirk-Silva D) Homeless and foster youth.**

**Current Text:** Amended: 4/11/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. APPR.

**Summary:** The Foster Youth Services Coordinating Program authorizes a county office of education, or a consortium of county offices of education, to apply to the Superintendent for grant funding to operate an education-based foster youth services coordinating program. If sufficient funds are available, current law requires each foster youth services coordinating program to identify at least one person as the foster youth educational services coordinator, who is responsible for facilitating educational support, as specified, to any pupil in foster care residing or attending school in the county or consortium of counties. As a condition of receiving funds, existing law requires a foster youth services coordinating program to develop and implement a foster youth services plan that includes, among other things, authorization of a school district, when specified conditions apply, to enter into a temporary agreement with the foster youth services coordinating program to provide tutoring, mentoring, and counseling services to pupils, as provided. This bill instead would authorize a foster youth services coordinating program to provide tutoring, mentoring, and counseling services to a foster youth pupil, if a foster youth educational services coordinator determines, as specified, that the foster youth services coordinator is unable to secure those services provided by the foster youth pupil's school district and if those services are established as needed and identified by the foster youth educational services coordinator.

**Position**

**AB 2144 (Grayson D) General plan: annual report.**

**Current Text:** Amended: 4/1/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. Current law requires that the annual report include, among other specified information, the progress in complying with specified laws. Current law requires a city or county to provide an option for an applicant to apply for and retrieve a postentitlement phase permit on the city's or county's internet website. The Permit Streamlining Act requires a city, county, or special district to maintain on its internet website, as applicable, a current schedule of fees, exactions, and affordability requirements imposed by the city, county, or special district, including any dependent special district, applicable to a proposed housing development project, all zoning ordinances and development standards, and annual fee reports or annual financial reports, as specified. Current law requires a city, county, or special district to provide on its internet website an archive of impact fee nexus studies, cost of service studies, or equivalent, as specified. This bill would require the planning agency to include in the annual report evidence of compliance with the above-described internet website requirements.

**Position**

Attachment: SCAG Bill Report June 2024 (Legislative Tracking Report)

**AB 2172 (Wallis R) Irrigation districts: Imperial Irrigation District: electricity: assessment and inventory of assets.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. L. GOV.

**Summary:** Would require the California State Auditor's Office to conduct a comprehensive assessment and inventory of the Imperial Irrigation District's assets related to its distribution of electricity, as provided. The bill would require the California State Auditor, on or before September 30, 2025, to submit the assessment and inventory to the Legislature, as provided.

**Position**

**AB 2182 (Haney D) Public works.**

**Current Text:** Amended: 3/18/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. L., P.E. & R.

**Summary:** Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under current law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. This bill would instead require the director, if the director determines during any semiannual period that there has been a change in any prevailing rate of per diem wages in a locality, to make that change available to the awarding body and that decision would have exceptions to its finality, including authorizing a contractor, awarding body, or representative to file a petition to review the director's determination.

**Position**

**AB 2186 (Wallis R) Vehicles: impoundment.**

**Current Text:** Amended: 6/6/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. RLS.

**Summary:** Current law allows a peace officer to arrest a person and seize the motor vehicle of the person if a peace officer determines that the person was engaged in a motor vehicle speed contest, reckless driving, or an exhibition of speed on a highway. Current law allows a vehicle seized under this provision to be impounded for up to 30 days. This bill would expand this provision to include an exhibition of speed that occurs in an offstreet parking facility, as specified.

**Position**

**AB 2199 (Berman D) California Environmental Quality Act: exemption: residential or mixed-use housing projects.**

**Current Text:** Amended: 6/6/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. Current law, until January 1, 2025, exempts from CEQA residential or mixed-use housing projects, as defined, located in unincorporated areas of a county meeting certain requirements, except for residential or mixed-use housing projects if certain conditions exist, as specified. Current law requires a lead agency, if the lead agency determines that a residential or mixed-use housing project qualifies for this exemption from CEQA and determines to approve or carry out the project, to file a notice of exemption with the Office of Planning and Research and the county clerk in the county in which the project is located. This bill would extend the operation of that exemption until January 1, 2035. 2032.

**Position**

**AB 2202 (Rendon D) Short-term rentals: disclosure: cleaning tasks.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. JUD.

**Summary:** Current law, commencing July 1, 2024, prohibits a place of short-term lodging, an internet website, application, or other similar centralized platform, or any other person from advertising, displaying, or offering a room rate that does not include all fees or charges required to stay at the short-term lodging, and requires that they include in the total price to be paid, all taxes and fees

imposed by a government on the stay before the consumer reserves the stay. This bill would require a place of short-term lodging, an internet website, application, or other similar centralized platform, or any other person to also disclose any additional fees or charges that will be added to the total price to be paid, or other penalty that will be imposed, if the consumer fails to perform certain cleaning tasks at the end of the stay, and to explicitly describe the cleaning tasks in a written or electronic notice that is affirmatively acknowledged by the consumer before the consumer reserves the stay. The bill would make a violation of its provisions subject to the specified civil penalty and enforcement provisions described above.

**Position**

**AB 2208 (Zbur D) California Ports Development and Offshore Wind Infrastructure Bond Act of 2024.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 3/21/2024-A. NAT. RES.

**Summary:** Would enact the California Ports Development and Offshore Wind Infrastructure Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$ 1,000,000,000, pursuant to the State General Obligation Bond Law to support activities related to the development of offshore wind energy generation, as provided. This bill would provide for the submission of the bond act to the voters at the next statewide election.

**Position**

**AB 2213 (Rubio, Blanca D) Redevelopment: oversight boards.**

**Current Text:** Amended: 4/1/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-S. CONSENT CALENDAR

**Summary:** Current law dissolved redevelopment agencies and community development agencies as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved redevelopment agencies, subject to review by oversight boards, and to, among other things, make payments due for enforceable obligations and to perform obligations required pursuant to any enforceable obligation. In each county where more than 40 oversight boards were created, current law requires 5 oversight boards, as specified, and their respective jurisdictions to encompass the territory located within the respective borders of the first through 5th county board of supervisors districts, as those borders existed on July 1, 2018. If a successor agency has territory located within more than one county board of supervisors' district, existing law required the county board of supervisors, no later than July 15, 2018, to determine which oversight board shall have jurisdiction over that successor agency. This bill would instead require the oversight boards numbered one through 5, and their respective jurisdictions to encompass the same territory located within the respective boundaries of the first through 5th districts, as those district boundaries are determined and adjusted by the Citizens Redistricting Commission of that county. If a successor agency has territory located within more than one county board of supervisors' district, the bill would require, by July 15, 2025, and by July 15 of the year following a year that the county board of supervisors district boundaries are adjusted, the county board of supervisors to determine which oversight board has jurisdiction over that successor agency.

**Position**

**AB 2214 (Bauer-Kahan D) Ocean Protection Council: microplastics.**

**Current Text:** Amended: 4/17/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. N.R. & W.

**Summary:** Would require, on or before March 1, 2025, the Ocean Protection Council to establish and lead an interagency coordination group, and would require the council, in coordination with the interagency coordination group, to identify and recommend to the Legislature, on or before December 31, 2025, statutory changes that are needed to implement the recommendations described in the Statewide Microplastics Strategy, as specified. The bill would require the council, in coordination with the interagency coordination group, to adopt a workplan, on or before December 31, 2025, outlining which participating agencies within the interagency coordination group will implement the recommendations. The bill would require the workplan to be provided to the Legislature on or before December 31, 2025. The bill would repeal these provisions on January 1, 2029.

**Position**

**AB 2216 (Haney D) Tenancy: common household pets.**

**Current Text:** Amended: 3/18/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. JUD.

**Summary:** Would prohibit a landlord, before the landlord has accepted a prospective tenant's application for a dwelling unit, from asking the prospective tenant or otherwise inquiring into whether the prospective tenant plans to own or otherwise maintain a common household pet in the tenant's

dwelling unit. The bill would require a prospective tenant, no later than 72 hours before entering into a rental agreement, to inform the landlord if the prospective tenant plans to own or otherwise maintain a common household pet.

**Position**

**[AB 2219](#) (Wallis R) Personal income tax: credit: home security surveillance.**

**Current Text:** Amended: 4/22/2024 [html](#) [pdf](#)

**Location:** 4/23/2024-A. REV. & TAX

**Summary:** The Personal Income Tax Law allows various credits against the taxes imposed by that law. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2025, and before January 1, 2030, in an amount equal to the amount paid or incurred, not to exceed \$250, during the taxable year for the purchase and installation of a security surveillance system at the taxpayer's primary single-family residence located in the state. This bill contains other related provisions and other existing laws.

**Position**

**[AB 2232](#) (Maienschein D) Accessibility to emergency information and services: emergency shelters: persons with pets.**

**Current Text:** Enrolled: 6/5/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. ENROLLMENT

**Summary:** Existing law, the California Emergency Services Act, provides that political subdivisions, as defined, have full power during a local emergency to provide mutual aid to any affected area in accordance with local ordinances, resolutions, emergency plans, or agreements. Existing law defines "emergency plan" for these purposes to mean official and approved documents that describe the principles and methods to be applied in carrying out emergency operations or rendering mutual aid during emergencies. Existing law requires that a county send a copy of its emergency plan to the Office of Emergency Services upon an update to the plan. This bill would specify that, upon the next update to a city or county's emergency plan, whenever a city or county designates any number of emergency warming centers, that it also, to the extent practicable, designate at least one warming center that can accommodate persons with pets.

**Position**

**[AB 2234](#) (Boerner D) Vehicles: electric bicycles.**

**Current Text:** Amended: 4/17/2024 [html](#) [pdf](#)

**Location:** 5/23/2024-S. TRANS.

**Summary:** Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under current law, a "class 1 electric bicycle" is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Diego Electric Bicycle Safety Pilot Program, would, until January 1, 2029, authorize a local authority within the County of San Diego, or the County of San Diego in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. The bill would make a violation of an ordinance or resolution that is adopted for this purpose an infraction punishable by either a fine of \$2! or completion of an electric bicycle safety and training course, as specified.

**Position**

**[AB 2235](#) (Lowenthal D) Public contracts: local agencies: wind infrastructure.**

**Current Text:** Amended: 4/30/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. L. GOV.

**Summary:** Current law generally requires public contracts to be awarded by competitive bidding pursuant to procedures set forth in the Public Contract Code, subject to various exceptions. Current law authorizes certain local government agencies to use alternative contracting methods, including best value procurement and progressive design-build contracting for particular types of public projects including, among others, certain construction projects and regional communications and related infrastructure projects. Current law establishes requirements that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project, and imposes



various duties on the Labor Commissioner with respect to those requirements. This bill would authorize the City of Long Beach to procure contracts relating to the terminal development project at the Port of Long Beach, known as Pier Wind, and to enter into an alternative project delivery method contract for that purpose, as provided.

**Position**

**AB 2240 (Arambula D) Farm labor centers: migratory agricultural workers.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** The Farm Labor Center Law authorizes a housing authority to acquire, own, operate, construct, reconstruct, repair, replace, maintain, and dispose of a farm labor center, as defined, due to the need to assemble, domicile, and house persons and families engaged in agricultural work. Current law also authorizes a housing authority to arrange and contract for the furnishing of services, privileges, works, or facilities for or in connection with its farm labor center, as specified. Current law prohibits a housing authority that operates a farm labor center from limiting an agricultural worker's housing unit occupancy period to less than 270 days if the Director of Agriculture certifies that there are seasonal crops that would keep those workers in the immediate area for that period of time. This bill instead would require all housing units at farm labor centers operated by housing authorities to be made available for occupancy year-round by migratory farmworkers by January 1, 2031, pursuant to a 6-year transition plan to be developed and implemented by the Department of Housing and Community Development based on reports required to be submitted by farm labor centers. The bill would also impose various requirements and prohibitions on housing authorities, including developing community outreach that provides information regarding year-round housing accessibility.

**Position**

**AB 2243 (Wicks D) Affordable Housing and High Road Jobs Act of 2022: objective standards and affordability and site criteria.**

**Current Text:** Amended: 6/4/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** The Affordable Housing and High Road Jobs Act of 2022, until January 1, 2033, authorizes a development proponent to submit an application for an affordable housing development or a mixed-income housing development that meets specified objective standards and affordability and site criteria, including being located within a zone where office, retail, or parking are a principally permitted use. The act makes a development that meets those objective standards and affordability and site criteria a use by right and subject to one of 2 streamlined, ministerial review processes depending on, among other things, the affordability requirements applicable to the project. This bill would make various changes to the objective standards and affordability and site criteria applicable to an affordable housing development or mixed-income housing development subject to the streamlined, ministerial review process under the act.

**Position**

**AB 2247 (Wallis R) Mobilehome Parks Act: enforcement: notice of violations: Manufactured Housing Opportunity and Revitalization (MORE) Program: annual fee.**

**Current Text:** Amended: 4/25/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** Current law requires the Department of Housing and Community Development to enforce the Mobilehome Parks Act, unless a city, county, or city and county has assumed responsibility for enforcement. A violation of these provisions is a misdemeanor. Current law requires an enforcement agency to enter and inspect mobilehome parks to ensure enforcement of the act, as specified. Current law requires an enforcement agency in developing its mobilehome park maintenance inspection program to inspect the mobilehome parks that the enforcement agency determines have complaints that have been made to the enforcement agency regarding serious health and safety violations in the park. Current law requires enforcement agencies, not less than 30 days before an inspection, to provide individual written notice of the inspection to the registered owners of the manufactured home or mobilehomes, the occupants thereof, and the owner or operator of the mobilehome park, as specified. Current law repeals these provisions on January 1, 2025. This bill would extend that repeal date to January 1, 2030.

**Position**

**AB 2250 (Weber D) Social determinants of health: screening and outreach.**

**Current Text:** Amended: 6/6/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. APPR.

**Summary:** Current law requires health care service plans and health insurers to include coverage for

screening for various conditions and circumstances, including adverse childhood experiences. Current law provides for the Medi-Cal program, administered by the State Department of Health Care Services and under which qualified low-income individuals receive health care services. The Medi-Cal program is, in part, governed and funded by federal Medicaid program provisions. This bill would require a health care service plan contract or health insurance policy issued, amended, or renewed on or after January 1, 2027, to include coverage for screenings for social determinants of health, as defined. The bill would require providers to use specified tools or protocols when documenting patient responses to questions asked in these screenings. The bill would require a health care service plan or health insurer to provide physicians who provide primary care services with adequate access to peer support specialists, lay health workers, social workers, or community health workers in counties where the plan or insurer has enrollees or insureds, as specified. The bill would authorize the respective departments to adopt guidance to implement its provisions until regulations are adopted, and would require the department to coordinate in the development of guidance and regulations.

**Position**

**[AB 2257](#) (Wilson D) Local government: property-related water and sewer fees and assessments: remedies.**

**Current Text:** Amended: 4/23/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. JUD.

**Summary:** The California Constitution specifies various requirements with respect to the levying of assessments and property-related fees and charges by a local agency, including notice, hearing, and protest procedures, depending on the character of the assessment, fee, or charge. Current law, known as the Proposition 218 Omnibus Implementation Act, prescribes specific procedures and parameters for local jurisdictions to comply with these requirements. This bill would prohibit, if a local agency complies with specified procedures, a person or entity from bringing a judicial action or proceeding alleging noncompliance with the constitutional provisions for any new, increased, or extended fee or assessment, as defined, unless that person or entity has timely submitted to the local agency a written objection to that fee or assessment that specifies the grounds for alleging noncompliance, as specified. This bill would provide that local agency responses to the timely submitted written objections shall go to the weight of the evidence supporting the agency's compliance with the substantive limitations on fees and assessments imposed by the constitutional provisions.

**Position**

**[AB 2259](#) (Boerner D) Transportation: bicycle safety handbook.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** Would, upon appropriation by the Legislature, require the Transportation Agency to develop and distribute, on or before September 1, 2025, a bicycle safety handbook that includes information on, among other things, existing laws regulating bicycles and e-bikes. The bill would require the agency to make a downloadable electronic version of the bicycle safety handbook available on specified internet websites. In developing the handbook, the bill would require collaboration and consultation between the agency and prescribed state entities, including, among others, the Department of Motor Vehicles and the Department of the California Highway Patrol.

**Position**

**[AB 2261](#) (Garcia D) Transportation: federal funding: tribes.**

**Current Text:** Amended: 5/21/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-S. CONSENT CALENDAR

**Summary:** Current law provides for the use and allocation of various federal transportation funding sources, including, but not limited to, the Federal-Aid Secondary Highways Act, the Federal-Aid Combined Road Plan Act, and the Federal Aid for Safer Off-System Roads Act. This bill would, to the extent permitted by federal and state law, require a federally recognized Native American tribe to be eligible for federal funding for a transportation project and authorize the tribe to be the lead agency for a transportation project that receives federal funding.

**Position**

**[AB 2262](#) (Reyes D) Small business.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. B., P. & E.D.

**Summary:** Current law creates within the Governor's Office of Business and Economic Development the Office of Small Business Advocate, which is led by the Small Business Advocate, to advocate the causes of small business and to provide small businesses with the information they need to survive in

the marketplace. Current law requires the advocate to, among other duties, collaborate with the Office of Small Business and Disabled Veteran Business Enterprise Services in their activities under the Small Business Procurement and Contract Act, including promoting small business certification. This bill would also require the advocate to collaborate with local agencies on the development and implementation of local strategies to increase small business participation in local procurement opportunities, as specified. In this connection, the bill would authorize a local agency, as defined, to establish a Small Business Utilization Program (SBUP) to increase small businesses' participation in local agency procurement opportunities.

**Position**

**AB 2276 (Wood D) Forestry: timber harvesting plans: exemptions.**

**Current Text:** Amended: 6/3/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. N.R. & W.

**Summary:** The Z'berg-Nejedly Forest Practice Act of 1973 prohibits a person from conducting timber operations, as defined, unless a timber harvesting plan prepared by a registered professional forester has been submitted to, and approved by, the Department of Forestry and Fire Protection. The act authorizes the State Board of Forestry and Fire Protection to exempt from some or all of those provisions of the act a person engaging in specified forest management activities, as prescribed, including: (1), for a period of 5 years following the adoption of emergency regulations, the cutting or removal of trees on the person's property that eliminates the vertical continuity of vegetative fuels and the horizontal continuity of tree crowns for the purpose of reducing flammable materials and maintaining a fuel break, known as the Small Timberland Owner Exemption, (2), until January 1, 2026, the harvesting of those trees that eliminates the vertical continuity of vegetative fuels and the horizontal continuity of tree crowns for specified purposes, known as the Forest Fire Prevention Exemption, (3), until January 1, 2026, the cutting or removal of trees on the person's property in compliance with specified defensible space requirements, as provided, and (4) the cutting or removal of trees to restore and conserve California black or Oregon white oak woodlands and associated grasslands. This bill would (1) repeal the Small Timberland Owner Exemption, (2) rename the Forest Fire Prevention Exemption the Forest Resilience Exemption, revise the standards and criteria for qualifying for that exemption, extend that exemption until January 1, 2031, and (3) extend until January 1, 2031, the other exemption described above. The bill would also revise requirements governing compliance with cutting or removal of trees to restore and conserve California black or Oregon white oak woodlands and associated grasslands.

**Position**

**AB 2278 (Carrillo, Wendy D) Rent increases: percentage change in the cost of living: Department of Housing and Community Development.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 5/1/2024-S. JUD.

**Summary:** Current law, until January 1, 2030, prohibits an owner of residential real property from, over the course of any 12-month period, increasing the gross rental rate for a dwelling or a unit more than 5% plus the percentage change in the cost of living, or 10%, whichever is lower, of the lowest gross rental rate charged for that dwelling or unit at any time during the 12 months before the effective date of the increase, subject to specified conditions. Current law defines "percentage change in the cost of living" as the percentage change in the applicable Consumer Price Index for All Urban Consumers for All Items, as specified. This bill would require the Attorney General to, by July 1 of each year, publish the maximum allowable rent increase on its internet website for each metropolitan area.

**Position**

**AB 2283 (Pacheco D) Civil actions: electronic service.**

**Current Text:** Amended: 5/2/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. JUD.

**Summary:** Current law authorizes the service of documents in a civil action by electronic means pursuant to rules adopted by the Judicial Council. Current law requires a court, on and after July 1, 2024, to electronically transmit those documents to a party who is subject to mandatory electronic service, or who has consented to accept electronic service, as specified. This bill would extend the deadline for courts to comply with the requirement described above to July 1, 2025, and would make a conforming change to clarify that court's electronic transmittal of documents constitutes service of those documents.

**Position**

**AB 2284 (Grayson D) County employees' retirement: compensation.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. L., P.E. & R.

**Summary:** The County Employees Retirement Law of 1937 (CERL) authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to their employees. CERL generally vests management of each retirement system in a board of retirement. CERL defines "compensation earnable" by a member, for the purpose of calculating benefits, to mean the average compensation, as determined by the board, for the period under consideration upon the basis of the average number of days ordinarily worked by persons in the same grade or class of positions during the period, and the same rate of pay, subject to certain exceptions. This bill would authorize a retirement system, to the extent it has not defined "grade" in the above-described circumstances, to define "grade" to mean a number of employees considered together because they share similarities in job duties, schedules, unit recruitment requirements, work location, collective bargaining unit, or other logical work-related group or class, as specified.

**Position**

**AB 2285 (Rendon D) Natural resources: equitable outdoor access: 30x30 goal: urban nature-based projects.**

**Current Text:** Amended: 6/3/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. N.R. & W.

**Summary:** Current law requires the Secretary of the Natural Resources Agency to prepare and submit on or before March 31, 2024, and annually thereafter, a report to the Legislature on the progress made in the prior calendar year toward achieving the goal to conserve 30% of California's lands and coastal waters by 2030. Current law provides that it is the goal of the state to conserve at least 30% of California's lands and coastal waters by 2030, known as the 30x30 goal. Current law establishes the Equitable Outdoor Access Act, which sets forth the state's commitment to ensuring all Californians can benefit from, and have meaningful access to, the state's rich cultural and natural resources. Current law declares that it is state policy, among other things, to ensure that all Californians have equitable opportunities to safe and affordable access to nature and access to the benefits of nature, and to prevent and minimize the intentional and unwarranted limitation of sustainable public access to public lands, where appropriate, including, but not limited to, local, regional, state, and federal parks, rivers, lakes, beaches, forests, mountain ranges, deserts, and other natural landscapes. Current law requires specified state agencies to consider and incorporate, as appropriate, the state policy when revising, adopting, or establishing policies, regulations, or grant criteria, or making expenditures, as specified. Current law requires all state agencies implementing the above-described state policy to do so in a manner consistent with the mission of their agency and that protects the health and safety of the public and conserves natural and cultural resources. This bill would provide that, to advance and promote environmental, conservation, and public access policies and budget actions, the Governor's office, state agencies, and the Legislature, when distributing resources, shall aspire to recognize the coequal goals and benefits of the 30x30 goal and Outdoors for All, and, to the extent practical, maximize investment in urban communities consistent with those initiatives. The bill would encourage decisionmakers, when distributing resources to achieve the goals and benefits of the 30x30 goal and Outdoors for All, to consider factors that are unique to urban settings, including, among other things, higher land value acquisition and development costs per acre, the acute health needs of a local population due to historic lack of greenspace access and development externalities, local park needs assessment plans, current or impending loss of parks or greenspace as a result of state or federal infrastructure projects, and the availability of mobility options near a proposed land conservation site.

**Position**

**AB 2286 (Aguilar-Curry D) Vehicles: autonomous vehicles.**

**Current Text:** Amended: 4/8/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** Would require a manufacturer of an autonomous vehicle to report to the Department of Motor Vehicles a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing or deployment permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. The bill would require a manufacturer of an autonomous vehicle to annually submit to the department specified information regarding the deactivation of the autonomous mode for its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that were operating under a testing or deployment permit that authorized the vehicle to operate on public roads.

**Position**

**AB 2289 (Low D) Vehicles: parking placards and special license plates for disabled veterans and persons with disabilities.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** Current law authorizes the Department of Motor Vehicles to issue a special license plate to a disabled veteran or person with a disability, upon application. Current law authorizes the department to issue a temporary distinguishing placard bearing a specified symbol to a disabled veteran or person with a disability, as specified. Prior to issuing a placard or license plate, current law requires the submission of a certificate signed by a physician and surgeon, nurse practitioner, certified nurse-midwife, or physician assistant, substantiating the disability, as specified, unless the applicant's disability is readily observable and uncontested. Prior to issuing a temporary distinguishing placard, current law requires the submission of a certificate substantiating the temporary disability and stating the date upon which the disability is expected to terminate. For the disability of a person who has lost or has lost use of, one or more lower extremities or one hand, for a disabled veteran, or both hands, for a person with a disability, or who has significant limitation in the use of lower extremities, current law additionally authorizes a licensed chiropractor to certify these disabilities. This bill, beginning on January 1, 2026, would additionally authorize a licensed physical therapist to certify the loss, or loss of use, of the lower extremities or hands, as described above. The bill, beginning on January 1, 2026, would also authorize a physical therapist to substantiate a temporary disability for the purpose of issuing a temporary distinguishing placard.

**Position**

**AB 2290 (Friedman D) Transportation: Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program.**

**Current Text:** Amended: 4/1/2024 [html](#) [pdf](#)

**Location:** 5/24/2024-S. TRANS.

**Summary:** Current law establishes 4 classifications of bikeways and defines a "Class III bikeway" as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. This bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a street with a design speed limit of 20 miles per hour or less or the project will reduce the design speed limit to 20 miles per hour or less.

**Position**

**AB 2291 (Alanis R) Mobilehomes.**

**Current Text:** Amended: 4/25/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** Current law requires the Department of Housing and Community Development, in administering the Mobilehome Residency Law Protection Program, to contract with one or more qualified and experienced nonprofit legal services providers and refer complaints selected for evaluation, and which are not resolved, to these nonprofit legal service providers for possible enforcement action, as specified. This bill would require the department to conduct regular surveys of complainants referred to a nonprofit legal services provider, as specified. The bill would require the department to monitor updates from a nonprofit legal services provider to detect any inappropriate denial of services and would require the department to respond immediately to correct any denials.

**Position**

**AB 2298 (Hart D) Coastal resources: Protecting Blue Whales and Blue Skies Program.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/23/2024-S. N.R. & W.

**Summary:** Current law establishes the Ocean Protection Council in state government to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Current law requires the council to develop and implement a voluntary sustainable seafood promotion program for the state, to consist of specified components, including a competitive grant and loan program for eligible entities, including, but not limited to, fishery groups and associations, for the purpose of assisting California fisheries in qualifying for certification to internationally accepted standards for sustainable seafood. This bill would, subject to the availability of funding, require the council to participate as a stakeholder, and in an advisory capacity, to the Protecting Blue Whales and Blue Skies Program with air pollution control districts and air quality management districts along the coast and other stakeholders, including the State Air Resources Board, to support, in an advisory capacity, coastal air districts in their efforts to implement a statewide voluntary vessel speed reduction and sustainable shipping program for the California coast in order to reduce air pollution, the risk of fatal vessel strikes on whales, and harmful underwater acoustic impacts. The bill would authorize the expansion of the existing Protecting Blue Whales and Blue Skies Program to include specified components, including incentives to program participants based on a percentage of distance traveled by a participating vessel at a reduced speed, as provided.

**Position**

**AB 2302 (Addis D) Open meetings: local agencies: teleconferences.**

**Current Text:** Introduced: 2/12/2024 [html](#) [pdf](#)

**Location:** 6/6/2024-S. THIRD READING

**Summary:** The Ralph M. Brown Act generally requires for teleconferencing that the legislative body of local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets.

**Position**

**AB 2311 (Bennett D) Greenhouse Gas Reduction Fund: grant program: edible food.**

**Current Text:** Introduced: 2/12/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. E.Q.

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board as a part of the market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law requires the Department of Resources Recycling and Recovery, upon appropriation, to administer a grant program to provide financial assistance to promote the in-state development of infrastructure, food waste prevention, or other projects to reduce organic waste, sort and aggregate or process organic and other recyclable materials into new, value-added products, or divert items from disposal through enhanced reuse opportunities. Current law requires the grant program to provide eligible financial assistance for certain activities, including activities that expand and improve organic waste diversion and recycling, including, but not limited to, the recovery of food for human consumption and food waste prevention. Current law specifies eligible infrastructure projects for purposes of the program, including but not limited to, the construction of facilities to help develop, implement, or expand edible food waste recovery operations. This bill would expand the grant program to provide financial assistance for the recovery of edible food, as specified. The bill would specify that eligible infrastructure projects includes the construction or expansion of facilities to help develop, implement, or expand edible food waste recovery operations.

**Position**

**AB 2320 (Irwin D) Wildlife Connectivity and Climate Adaptation Act of 2024: wildlife corridors.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. N.R. & W.

**Summary:** Current law requires the Natural Resources Agency, in implementing actions to achieve the goal to conserve at least 30% of the state's lands and coastal waters by 2030 established by executive order, to prioritize specified actions. Current law requires the Secretary of the Natural Resources Agency to prepare and submit an annual report to the Legislature on the progress made during the prior calendar year toward achieving that goal, as provided. Current law requires that annual report to include certain information, including, among other information, the progress made in the prior calendar year to address equity as part of the above-described goal. This bill, the Wildlife Connectivity and Climate Adaptation Act of 2024, would additionally require the agency, as part of that report, to identify key wildlife corridors, as defined, in the state, connections between large blocks of natural areas and habitats, progress on protecting additional acres of wildlife corridors, and goals for wildlife corridor protection in the next 5 years, as provided.

**Position**

**AB 2330 (Holden D) Endangered species: incidental take: wildfire preparedness activities.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. N.R. & W.

**Summary:** The California Endangered Species Act prohibits the taking of an endangered, threatened, or candidate species, except as specified. Under the act, the Department of Fish and Wildlife (department) may authorize the take of listed species by certain entities through permits or memorandums of understanding for specified purposes. Current law requires the State Fire Marshal to identify areas in the state as moderate, high, and very high fire hazard severity zones based on consistent statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas. Current law requires a local agency to designate, by ordinance, moderate, high, and very high fire hazard severity zones in its jurisdiction within 120 days of receiving recommendations from the State Fire Marshal, as provided. This bill would authorize a city, county, city and county, special district, or other local agency to submit to the department a locally designed plan to conduct wildfire preparedness activities on land designated as a fire hazard severity zone, as defined, that minimizes impacts to wildlife and habitat for candidate, threatened, and endangered species, and meets specified criteria. The bill would require the department to notify the local agency within 90 days of receipt of the plan if an incidental take permit or other permit is needed, or if there are other considerations, exemptions, or streamlined pathways that the wildfire preparedness activities qualify for, including, but not limited to, the State Board of Forestry and Fire Protection's California Vegetation Treatment Program.

**Position**

**AB 2331 (Gabriel D) Voluntary carbon market disclosures.**

**Current Text:** Amended: 6/6/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. E.Q.

**Summary:** Current law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Current law requires a business entity that is marketing or selling voluntary carbon offsets, as defined, within the state to disclose on the business entity's internet website specified information about the applicable carbon offset project. Current law also requires an entity that makes claims regarding the achievement of net zero emissions, claims regarding carbon neutrality, or other claims implying the entity, related or affiliated entity, or a product does not add net carbon dioxide or greenhouse gases to the climate or has made significant reductions to its carbon dioxide or greenhouse gas emissions, as described, to disclose on the entity's internet website specified information pertaining to all greenhouse gas emissions associated with its claims. Current law requires these disclosures to be updated no less than annually. Existing law make a person who violates these provisions subject to a civil penalty of not more than \$2,500 per day, as specified, for each violation, not to exceed a total amount of \$500,000, as provided. This bill would exclude from the definition of "voluntary carbon offset" a renewable energy certificate (REC) issued through an accounting system of a governmental regulatory body or virtual power purchase agreement of which the REC corresponds to one unit of electricity that was generated and delivered by an eligible renewable energy resource, or a low-carbon fuel standard credit. The bill would expand, revise, and clarify the information that a business entity is required to disclose.

**Position**

**AB 2333 (Santiago D) State highways: airspace leases: report.**

**Current Text:** Amended: 3/19/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** Current law authorizes the Department of Transportation to lease to public agencies or private entities areas above or below state highways, subject to any reservations, restrictions, and conditions that the department deems necessary to ensure adequate protection to the safety and the adequacy of highway facilities and to abutting or adjacent land uses. This bill would require the department, on or before January 1, 2026, and annually thereafter, to submit a report to the Assembly and Senate Committees on Transportation with specified information on every airspace site leased by the department, including information about site inspections and each site's proximity to sensitive infrastructure.

**Position**

**AB 2338 (Jones-Sawyer D) Statewide Homelessness Coordinator.**

**Current Text:** Amended: 3/4/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** Current law requires the Interagency Council on Homelessness to, among other things, identify mainstream resources, benefits, and services that can be accessed to prevent and end homelessness in California and promote systems integration to increase efficiency and effectiveness to address the needs of people experiencing homelessness. This bill would require the Governor to appoint a Statewide Homelessness Coordinator, within the Governor's office, to serve as the lead

person for ending homelessness in California. This bill would require the coordinator to perform prescribed duties, including, among others, identifying a local leader in each relevant city, county, city and county, or other jurisdiction to serve as a liaison between the coordinator and that jurisdiction, overseeing homelessness programs, services, data, and policies between federal, state, and local agencies, coordinating the timing of release of funds and applications for funding for housing and housing-based services impacting Californians experiencing homelessness, and, in collaboration with local leaders, providing annual recommendations to the Legislature and the Governor, as specified.

**Position**

**AB 2346 (Lee D) Organic waste reduction regulations: procurement of recovered organic waste products**

**Current Text:** Amended: 4/10/2024 [html](#) [pdf](#)

**Location:** 5/15/2024-S. E.Q.

**Summary:** The Department of Resources Recycling and Recovery’s organic waste regulations require local jurisdictions to annually procure a quantity of recovered organic waste products and to comply with their procurement targets by directly procuring recovered organic waste products for use or giveaway or by requiring, through a written agreement, that a direct service provider to the jurisdiction procure recovered organic waste products, or both. Those regulations specify the types of recovered organic waste products that a jurisdiction may procure, including compost that is produced at a compostable material handling operation or facility, or a specified digestion facility that composts onsite. Other regulations of the department require all compostable materials handling activities to obtain a facility permit from the department prior to commencing operations and meet other specified requirements, but exclude from those requirements certain activities that the regulations state do not constitute a compostable material handling operation or facility, including the composting of green material, agricultural material, food material, and vegetative food material, and the handling of compostable materials under certain conditions, as provided. This bill would authorize local jurisdiction to be credited for the procurement of recovered organic waste products through an agreement with a direct service provider, as defined, and would allow the direct service provider agreement to include the procurement of recovered organic waste products on a prospective or retrospective basis as long as the purchase of those products occurs during the year for which the local jurisdiction seeks credit. The bill would also authorize local jurisdictions to count towards their procurement targets, compost produced and procured from specified compost operations, as defined, and, until 2030, investments made for the expansion of the capacity of compostable materials handling operations or community composting operations, as provided.

**Position**

**AB 2353 (Ward D) Property taxation: welfare exemption: delinquent payments: interest and penalties.**

**Current Text:** Amended: 4/24/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. REV. & TAX

**Summary:** Current property tax law, in accordance with the California Constitution, provides for a “welfare exemption” for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Under current property tax law, property that meets these requirements that is used exclusively for rental housing and related facilities is entitled to a partial exemption, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving lower income households represents of the total number of residential units, in any year that any of certain criteria apply. Existing law imposes various penalties and costs for delinquent payment of real property taxes. Current law, however, requires the cancellation of any delinquent penalty, cost, redemption penalty, interest, or redemption fee upon satisfactory proof, as described, that the penalty cost, interest, or fee attached due to an error of the tax collector, the auditor, or the assessor or due to their inability to complete valid procedures initiated prior to the delinquency date, as specified. This bill would provide that a taxpayer is not liable for interest or penalties imposed by the county tax collector, and would prohibit the county tax collector from taking or continuing any collection action, with respect to delinquent installments of property taxes levied upon a property for which the taxpayer has submitted to the county assessor an application for an exemption, as described, pursuant to the above-described partial welfare exemption, except as provided. The bill would set forth the content of the exemption application and would require the county assessor to acknowledge to the taxpayer and the county tax collector their receipt of the exemption application within 60 days of the taxpayer’s submittal of the application. The bill would require an assessor to provide specified notice to a taxpayer if the assessor deems an application ineligible for exemption.

**Position**

**AB 2360 (Rendon D) Developmental services: family services: counseling.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HUM. S.



**Summary:** The Lanterman Developmental Disabilities Services Act requires the State Department of Developmental Services to contract with regional centers to provide services and supports to individuals with developmental disabilities and their families. In order to provide opportunities for children to live with their families, current law requires the department and regional centers to give a very high priority to the development and expansion of services and supports designed to assist families that are caring for their children at home, including respite for parents, homemaker services, counseling, and mental health services. This bill would require the department to establish a Family Wellness Pilot Program under which regional centers shall provide counseling and peer support group services to families of regional center consumers who are 3 years of age or younger.

**Position**

**AB 2367 (Lee D) Highways: supplemental destination signs: state special schools.**

**Current Text:** Amended: 6/3/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** Current law requires the Department of Transportation to place and maintain, or cause to be placed and maintained, directional signs on freeways indicating the location of the freeway off ramp which may be used to reach a public or private postsecondary education institution having an enrollment of either 1,000 or more full-time students or the equivalent in part-time students, at the request of the institution. Current law establishes the California School for the Deaf, Northern California, and the California School for the Deaf, Southern California, known collectively as the California School for the Deaf, and the California School for the Blind, as the state special schools, under the administration of the State Department of Education. This bill would require the department in the next revision of the California Manual on Uniform Traffic Control Devices, to allow supplemental destination signs for a state special school that is located within 5 miles of the highway, regardless of whether the state special school is located in a major metropolitan area, urbanized area, or rural area

**Position**

**AB 2368 (Petrie-Norris D) System reliability and outages.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E. U., & C.

**Summary:** Current law requires the Independent System Operator to ensure the efficient use and reliable operation of the transmission grid, as provided. This bill would authorize the Independent System Operator to amend its tariff, as deemed necessary and subject to approval by the Federal Energy Regulatory Commission, to be consistent with the efficient use and reliable operation of the transmission grid.

**Position**

**AB 2373 (Rendon D) Mobilehomes: tenancies.**

**Current Text:** Amended: 3/7/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. JUD.

**Summary:** The Mobilehome Residency Law Protection Act, until January 1, 2027, requires the Department of Housing and Community Development to provide assistance in resolving and coordinating the resolution of complaints relating to the Mobilehome Residency Law. Under the Mobilehome Residency Law, management of the mobilehome park may only terminate a tenancy for certain reasons. These specified reasons include nonpayment of rent, utility charges, or reasonable incidental charges, or change of use of the park or any portion thereof. This bill would prohibit a tenancy from being terminated and a notice of termination from being issued pursuant to the above-specified reasons during the period of any suspension or expiration of the permit to operate the park. The bill would permit the tenancy to be terminated after both the violation that was the basis of the suspension or expiration has been corrected and a valid permit to operate has been issued by the enforcement agency.

**Position**

**AB 2387 (Pellerin D) Mobilehome parks: additional lots: exemption from additional fees or charges.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** The Mobilehome Parks Act (act) generally regulates various classifications of mobilehome and related vehicle parks, and imposes enforcement duties on the Department of Housing and Community Development and local enforcement agencies. The act authorizes any person to file an application with the governing body of a city or county for a conditional use permit for a mobilehome park. The act requires a person, before operating a mobilehome park, and each year thereafter, to obtain a valid permit from the enforcement agency in order to operate the park. The act also requires the owner of a mobilehome park to obtain a permit to create, move, shift, or alter park lot lines. This

bill would, subject to specified exceptions, authorize an owner of an existing mobilehome park that is subject to, or intends to qualify for, a valid permit to operate the park, to apply to the enforcement agency to add additional specified lots to the mobilehome park not to exceed 10% of the previously approved number of lots in the mobilehome park, if the owner has not had their permit to operate suspended. The bill would require the owner to apply to the enforcement agency for, and obtain from the enforcement agency, all required permits pursuant to the act before adding additional lots. The bill would exempt the additional lots from any business tax, local registration fee, use permit fee, or other fee, except those fees that apply to the existing lots in the park, and would prohibit the owner from reducing the size of, or interfering with, certain existing facilities without first complying with specified requirements for creating, moving, shifting, or altering lot lines.

**Position**

**AB 2399 (Rendon D) Mobilehome park residences: rental agreements: Mobilehome Residency Law Protection Program.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 6/6/2024-S. THIRD READING

**Summary:** The Mobilehome Residency Law, governs the terms and conditions of residency in mobilehome parks and prescribes the content of a rental agreement for a tenancy. Current law requires that a copy of the Mobilehome Residency Law be provided as an exhibit and incorporated into the rental agreement by reference, as specified. Current law also requires that a copy of a specified notice containing the rights and responsibilities of homeowners and park managers be included in the rental agreement and requires management to provide a copy of the notice to all homeowners each year, as specified. The Mobilehome Residency Law Protection Act, until January 1, 2027, establishes the Mobilehome Residency Law Protection Program within the Department of Housing and Community Development, which requires the department to provide assistance in taking complaints, and helping to resolve and coordinate the resolution of those complaints, from homeowners relating to the Mobilehome Residency Law. This bill would require the above-specified notice to additionally include information about the Mobilehome Residency Law Protection Program, as specified.

**Position**

**AB 2400 (Rivas, Luz D) California Alternative Energy and Advanced Transportation Financing Authority Act.**

**Current Text:** Amended: 4/22/2024 [html](#) [pdf](#)

**Location:** 5/15/2024-A. APPR. SUSPENSE FILE

**Summary:** Existing sales and use tax laws impose taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2026, the authority to provide financial assistance to a participating party in the form of specified sales and use tax exclusions for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year, except as provided. The Sales and Use Tax Law, for the purposes of the taxes imposed pursuant to that law, until January 1, 2026, excludes the lease or transfer of title of tangible personal property constituting a project to any contractor for use in the performance of a construction contract for a participating party that will use that property as an integral part of the approved project. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects to January 1, 2031, and would extend the sales and use tax exclusion to January 1, 2031. The bill would make other conforming changes.

**Position**

**AB 2401 (Ting D) Clean Cars 4 All Program.**

**Current Text:** Amended: 4/9/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E.Q.

**Summary:** Current law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board, to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Current law requires the implementing regulations to ensure that the program complies with certain requirements. This bill would require the implementing regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the

Attachment: SCAG Bill Report June 2024 (Legislative Tracking Report)

distribution of incentives, the state board manages the distribution of incentives to eligible residents of those areas, and would make certain conforming changes in that regard. The bill would require, as one of the program goals for replacement of passenger vehicles and trucks, the state board to prioritize vehicle retirement in areas of the state that meet specified criteria, including those areas with the highest percentage of people residing in disadvantaged and low-income communities.

**Position**

**[AB 2403](#) (Bonta D) Community colleges: student equity plan.**

**Current Text:** Amended: 3/20/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. APPR.

**Summary:** Current law establishes the Student Equity and Achievement Program and requires a community college district, as a condition of the receipt of funds under the program, to comply with specified requirements, including the maintenance of a student equity plan to ensure equal educational opportunities and promote student success for all students, regardless of race, gender, age, disability, or economic circumstances. Current law requires a student equity plan to be developed with the active involvement of all groups on campus as required by law, including, but not limited to, the academic senate, academic faculty and staff, student services, and students, and with the involvement of appropriate people from the community. This bill would require a student equity plan to also include a description of the active involvement of all groups on campus in developing the student equity plan for each community college in the community college district.

**Position**

**[AB 2416](#) (Connolly D) Residential property insurance: wildfire risk.**

**Current Text:** Amended: 4/22/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. INS.

**Summary:** This bill would require the Department of Insurance, on or before December 31, 2027, and every 3 years thereafter, to evaluate whether or not to update its regulations to include additional building hardening measures for property-level mitigation efforts and communitywide wildfire mitigation programs. For its first evaluation, the bill would require the department to consult with specified agencies to identify additional building hardening measures to consider, as well as to develop and implement a public participation process during the evaluation.

**Position**

**[AB 2421](#) (Low D) Employer-employee relations: confidential communications.**

**Current Text:** Introduced: 2/13/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. L., P.E. & R.

**Summary:** Current law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, provisions relating to higher education, and provisions relating to the the San Francisco Bay Area Rapid Transit District, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. This bill would also prohibit a local public agency employer, a state employer, a public school employer, a higher education employer, or the district from questioning any employee or employee representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation.

**Position**

**[AB 2427](#) (McCarty D) Electric vehicle charging stations: permitting: curbside charging.**

**Current Text:** Amended: 4/2/2024 [html](#) [pdf](#)

**Location:** 5/24/2024-S. L. GOV.

**Summary:** Current law references GO-Biz's Electric Vehicle Charging Station Permitting Guidebook, which recommends best practices for electric vehicle supply equipment permitting. This bill would require the office to develop a model permitting checklist, model zoning ordinances, and best practices for permit costs and permit review timelines to help local governments permit curbside charging stations as part of the office's development of the Electric Vehicle Charging Station Permitting Guidebook or any subsequent updates. The bill would also require the office to consult with local governments, electric vehicle service providers, and utilities while developing the above-described materials.

**Position**

**[AB 2430](#) (Alvarez D) Planning and zoning: density bonuses: monitoring fees.**

**Current Text:** Amended: 4/18/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** The Density Bonus Law requires a city, county, or city and county to provide a developer that proposes a housing development within the city or county with a density bonus, waivers or reductions of development standards and parking ratios, and other incentives or concessions, as specified, if the developer agrees to construct certain types of housing, including a housing development in which 100% of the units are for lower income households, except that up to 20% of the units in the development may be for moderate-income households, as specified. This bill would prohibit a city, county, or city and county from charging a monitoring fee, as defined, on those types of housing developments if certain conditions are met, except as specified. The bill would provide that, beginning on January 1, 2025, any housing development that is currently placed in service, is subject to monitoring fees, and meets those conditions shall no longer be subject to those fees.

**Position**

**[AB 2433](#) (Quirk-Silva D) California Private Permitting Review and Inspection Act: fees: building permits.**

**Current Text:** Amended: 5/20/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. L. GOV.

**Summary:** The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. Current law authorizes the governing body of a county or city to prescribe fees for permits, certificates, or other forms or documents required or authorized under the State Housing Law, and fees to defray the cost of enforcement required by the law to be carried out by local enforcement agencies. This bill, the California Private Permitting Review and Inspection Act, would require a building department of the county or city to prepare a schedule of the above-described fees and post the schedule on the county or city's internet website if the city or county prescribes the fees.

**Position**

**[AB 2440](#) (Reyes D) 30x30 goal: partnering state agencies: Department of Parks and Recreation.**

**Current Text:** Introduced: 2/13/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. N.R. & W.

**Summary:** By Executive Order No. N-82-20, Governor Gavin Newsom directed the Natural Resources Agency to combat the biodiversity and climate crises by, among other things, establishing the California Biodiversity Collaborative and conserving at least 30% of the state's lands and coastal waters by 2030. Current law provides that it is the goal of the state to conserve at least 30% of California's lands and coastal waters by 2030, known as the 30x30 goal. Current law requires the Natural Resources Agency to prioritize specified actions, including partnering with federal agencies to leverage strategic funding and resources in achieving the 30x30 goal. This bill would also require the agency to prioritize promoting and supporting partnering state agencies and departments, including, but not limited to, the Department of Parks and Recreation, in the acquisition and responsible stewardship of state land.

**Position**

**[AB 2443](#) (Carrillo, Juan D) Transactions and use taxes: Cities of Lancaster, Palmdale, and Victorville.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. N.R. & W.

**Summary:** Current law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general or specific purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the jurisdiction not exceed 2%. This bill would authorize the Cities of Lancaster, Palmdale, and Victorville to impose a transactions and use tax for the support of countywide transportation programs or general services, at a rate of no more than 1% that, in combination with other transactions and use taxes, would exceed the above-described combined rate limit of 2%, if certain requirements are met. The bill would provide that a transactions and use tax rate imposed pursuant to the bill will not be considered for purposes of the combined rate limit described above. The bill would repeal these authorizations on January 1, 2029, if an ordinance proposing the tax has not been approved by that date, as specified.

**Position**

**[AB 2448](#) (Jackson D) Electric Vehicle Economic Opportunity Zone: County of Riverside.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. L., P.E. & R.

**Summary:** Would, upon appropriation by the Legislature, establish an Electric Vehicle Economic Opportunity Zone (EVEOZ) for the County of Riverside, administered by the Labor and Workforce Development Agency, for the purpose of creating programs to make electric vehicle manufacturing jobs and education more accessible to lower income communities. The bill would require County of Riverside to assist in determining the geographical boundaries of the EVEOZ. By imposing additional duties on local officials, the bill would impose a state-mandated local program. The bill would authorize the agency to partner with educational institutions, electric vehicle manufacturing businesses, and local and national financial intuitions to develop EVEOZ education, training, and investment programs, as specified.

**Position**

**[AB 2453](#) (Villapudua D) Weights and measures: electric vehicle supply equipment.**

**Current Text:** Amended: 4/18/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. B., P. & E.D.

**Summary:** Current law provides that the Department of Food and Agriculture has general supervision of the weights and measures and weighing and measuring devices sold or used in the state, including devices used to measure electricity sold as a motor vehicle fuel. Existing law regulates the use and repair of weighing or measuring devices. Current law authorizes a device to be placed in service only by a sealer or a service agency. This bill would prohibit, until January 1, 2028, requiring electric vehicle supply equipment (EVSE) to be retested or placed in service by a service agent or sealer if the EVSE has previously been placed in service by a service agent or sealer before the EVSE is used after receiving routine repairs, as defined.

**Position**

**[AB 2454](#) (Lee D) Drinking water: rental property: domestic well testing.**

**Current Text:** Amended: 4/15/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E.Q.

**Summary:** The California Safe Drinking Water Act provides for the operation of public water systems and imposes on the State Water Resources Control Board various duties and responsibilities for the regulation and control of drinking water in the State of California. The act requires the state board to adopt primary drinking water standards for contaminants in drinking water based upon specified criteria. Current law makes certain violations of the act a crime. This bill would require an owner of a domestic well that serves a rental property who is provided written notice of a free domestic well testing program, as defined, to participate in the program and its related requirements, as specified. The bill would require an owner of the rental property to provide testing results to all current resident of the rental property, as specified. The bill would require, if the testing demonstrates a violation of any primary drinking water standards, the domestic well owner to ensure that, within 14 days of receiving test results, tenants of rental properties served solely by that domestic well have access to an adequate supply of safe drinking water. The bill would prohibit an owner of a domestic well from imposing any charge, or increasing any fee, rent, or other charge imposed, on any tenant solely as a result of the requirements of these provisions.

**Position**

**[AB 2455](#) (Gabriel D) Whistleblower protection: state and local government procedures.**

**Current Text:** Amended: 6/3/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. JUD.

**Summary:** Current law authorizes a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding fraud, waste, or abuse by local government employees, as specified. Current law authorizes the county auditor to refer calls received on the whistleblower hotline to the appropriate government authority for review and possible investigation. During the initial review of a call, existing law requires the auditor, controller, or other appropriate governmental agency to hold in confidence information disclosed through the whistleblower hotline, as specified. Upon receiving specific information that an employee or local government has engaged in an improper activity, as defined, current law authorizes a city or county auditor to conduct an investigative audit of the matter, as specified. This bill would expand the above-described duties and authorizations to the auditor's or controller's designee, as specified. The bill would recast information regarding fraud, waste, or abuse by local government employees as improper governmental activity, as defined, and expand its scope to include activity by a local agency, employee or contractor or subcontractor.

**Position**

**[AB 2462](#) (Calderon D) Public Utilities Commission: written reports: energy.**

**Current Text:** Amended: 4/8/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E. U., & C.

**Summary:** Current law requires the Public Utilities Commission to annually prepare and submit to the Governor and Legislature a written report that contains the commission's recommendations for actions that can be undertaken during the succeeding 12 months to limit utility cost and rate increases consistent with the state's energy and environmental goals, including goals for reducing emissions of greenhouse gases, and requires the commission, in preparing the report, to require certain electrical corporations and gas corporations to study and report on measures they recommend be undertaken to limit costs and rate increases. This bill would require that the report also consider how the adoption of electrification may impact total energy costs borne by consumers, as specified, and contain recommendations that may take longer than 12 months to implement, but could lead to substantial reductions in monthly electricity bills. The bill would also expand the above-described goals to additionally include goals for encouraging beneficial electrification.

**Position**

**[AB 2465](#) (Gipson D) Equity: socially disadvantaged groups and organizations: nonprofit organizations: grants.**

**Current Text:** Amended: 4/10/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. N.R. & W.

**Summary:** The Farmer Equity Act of 2017 requires the Department of Food and Agriculture to ensure the inclusion of socially disadvantaged farmers and ranchers, defined as a member of a socially disadvantaged group, as defined, in the development, adoption, implementation, and enforcement of food and agriculture laws, regulations, and policies and programs, as specified. This bill would expand the definition of socially disadvantaged group to include descendants of enslaved persons in the United States.

**Position**

**[AB 2474](#) (Lackey R) Retirement: County Employees Retirement Law of 1937: benefit payments and overpayments.**

**Current Text:** Amended: 5/28/2024 [html](#) [pdf](#)

**Location:** 5/8/2024-S. L., P.E. & R.

**Summary:** The County Employees Retirement Law of 1937 (CERL) authorizes counties and districts to establish retirement systems in order to provide pension benefits to their employees and their beneficiaries and prescribes the rights, benefits, and duties of members in this regard. The Public Employees' Pension Reform Act of 2013 (PEPRA) prescribed various limitations on public employees, employers, and retirement systems concerning, among other things, the types of remuneration that may be included in compensation that is applied to pensions. Under CERL, the board of retirement is required to comply with and give effect to a revocable written authorization signed by a retired member or beneficiary of a retired member, as described, authorizing the treasurer or other entity authorized by the board to deliver the monthly warrant, check, or electronic fund transfer for the retirement allowance or benefit to any specified bank, savings and loan institution, or credit union to be credited to the account of the retired member or survivor of a deceased retired member. This bill would also define "account of the retired member or survivor of a deceased retired member" to include an account held in a living trust or an income-only trust, as specified.

**Position**

**[AB 2479](#) (Haney D) Housing First: core components.**

**Current Text:** Amended: 4/25/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** Current law requires agencies and departments administering state programs related to homelessness to adopt guidelines and regulations to incorporate core components of Housing First, as defined. Under current law, Housing First includes time-limited rental or services assistance, so long as the housing and service provider assists the recipient, among other things, in accessing permanent housing. Current law defines "state programs" for this purpose as any program a California state agency or department funds, implements, or administers for the purpose of providing housing or housing-based services to people experiencing homelessness or at risk of homelessness, except as provided. Under existing law, the core components of Housing First include, among others, services that are informed by a harm-reduction philosophy that recognizes drug and alcohol use and addiction as a part of tenants' lives, where tenants are engaged in nonjudgmental communication regarding drug and alcohol use, and where tenants are offered education regarding how to avoid risky behavior and engage in safer practices, as well as connected to evidence-based treatment if the tenant so chooses. This bill would clarify, pursuant to that core component, that state departments or agencies may allow programs to fund recovery housing, as defined, that use substance use-specific services,

peer support, and physical design features supporting individuals and families on a path to recovery from addiction that emphasizes abstinence, so long as the state program meets specified requirements.

**Position**

**[AB 2485](#) (Carrillo, Juan D) Regional housing need: determination.**

**Current Text:** Amended: 3/19/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, which includes, among other mandatory elements, a housing element. That law requires, for the 4th and subsequent revisions of the housing element, the Department of Housing and Community Development (department) to determine the existing and projected need for housing for each region, as specified. That law requires the department, in consultation with the council of governments, to determine the existing and projected need of housing for each region in a specified manner. That law requires the department's determination to be based upon population projections produced by the Department of Finance, as specified. That law also requires the department to meet and consult with the council of governments regarding the assumptions and methodologies to be used to determine each region's housing need and requires the council of governments to provide data assumptions from the council of governments projections, as specified. That law authorizes the department to accept or reject the information provided by the council of governments and, after consultation with each council of governments, to make determinations on the council of governments' data assumptions and the methodology the department will use to determine each region's housing need. That law requires the department to provide its determinations to each council of governments, as specified. This bill would require the department to publish on its internet website the data sources, analyses, and methodology, as specified, prior to finalization of the regional determination.

**Position**

Sponsor

**[AB 2488](#) (Ting D) Downtown revitalization and economic recovery financing districts: City and County of San Francisco.**

**Current Text:** Amended: 4/18/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. L. GOV.

**Summary:** Would authorize the City and County of San Francisco to designate a downtown revitalization and economic recovery financing district for the purpose of financing office-to-residential conversion projects with incremental tax revenues generated by office-to-residential conversion projects within the district. The bill would require the boundaries of the district to be contiguous with the boundaries of the City and County of San Francisco.

**Position**

**[AB 2498](#) (Zbur D) Housing: the California Housing Security Act.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** Current law establishes various programs, including, among others, the Emergency Housing and Assistance Program and the homeless youth emergency service pilot projects to provide assistance to homeless persons. This bill would, upon appropriation of the Legislature, establish the California Housing Security Program to provide counties with funding to administer a housing subsidy to eligible persons, as specified, to reduce housing insecurity and help Californians meet their basic housing needs. To create the program, the bill would require the Department of Housing and Community Development, by January 1, 2026, to establish a 2-year pilot program in 8 counties, as specified, and to issue suggested guidelines to establish the program that include, among other things, criteria for program eligibility.

**Position**

**[AB 2503](#) (Lee D) California Environmental Quality Act: exemption: passenger rail projects.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. TRANS.

**Summary:** The California Environmental Quality Act (CEQA), until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met, including that a local agency, as defined, is carrying out the project and that the project will be completed by a skilled and trained workforce, as provided. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. Current law requires the lead agency, if it determines that a

transportation-related project is exempt from CEQA and determines to carry out the project, to file a notice of exemption with the Office of Planning and Research and the county clerk in which the project is located. This bill would expand that exemption from CEQA to include a public project for the institution or increase of other passenger rail service, which will be exclusively used by zero-emission electrified trains, located entirely within existing rail rights-of-way or existing highway rights-of-way. Because the bill would increase the duties of the county clerk, this bill would impose a state-mandated local program.

**Position**

**AB 2506 (Lowenthal D) Property taxation: local exemption: possessory interests: publicly owned housing**

**Current Text:** Introduced: 2/13/2024 [html](#) [pdf](#)

**Location:** 4/24/2024-A. REV. & TAX

**Summary:** Would authorize a county board of supervisors to exempt from property taxation any possessory interest held by a tenant of publicly owned housing, as defined, with a value so low that the total taxes and applicable subventions on the property would amount to less than the cost of assessing and collecting them, except as provided. The bill would provide that there is a rebuttable presumption that the property taxes and applicable subventions on a possessory interest held by a tenant in publicly owned housing are less than the costs of assessing and collecting those taxes and applicable subventions. The bill would set forth procedures for granting or denying those exemptions and for implementing the exemption. The bill would provide that the board shall be deemed to have agreed with the rebuttable presumption and the exemption shall be deemed granted if the board does not take any action, if the board agrees, by a majority vote, to grant the exemption at a public hearing, or if the board fails to reach a majority vote for or against the exemption at the public hearing. By imposing additional duties on county boards of supervisors and local tax officials, the bill would impose a state-mandated local program.

**Position**

**AB 2507 (Friedman D) Student financial aid: Students at Risk of Homelessness Emergency Pilot Program.**

**Current Text:** Amended: 4/18/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. ED.

**Summary:** Would, until January 1, 2029, establish the Students at Risk of Homelessness Emergency Pilot Program under the administration of the Student Aid Commission to award interest-free loans for housing and college attendance costs to eligible undergraduate students attending the University of California, Los Angeles, the California State University, Northridge, and Glendale Community College who demonstrate financial need, as defined. The bill would require the commission to enter into a contract with a nonprofit organization that has existed for more than 50 years and operates an interest-free loan program virtually in the state for the nonprofit organization to award loans to eligible students. The bill would create the Emergency Students Facing Housing Crisis and Homelessness Revolving Fund as the initial depository of all moneys appropriated, donated, or otherwise received for the program, and upon appropriation by the Legislature, would require the commission to distribute moneys in the fund to the nonprofit organization to award loans to eligible students. The bill would require the nonprofit organization to annually report to the commission the number of students who qualified for a loan and the number of students awarded a loan. The bill would require the commission to submit an annual report to the Legislature that includes this information.

**Position**

**AB 2522 (Carrillo, Wendy D) South Coast Air Quality Management District: district board: compensation.**

**Current Text:** Introduced: 2/13/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. L. GOV.

**Summary:** Current law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Current law provides that the south coast district is governed by a district board consisting of 13 members. This bill would provide that each member of the board shall receive compensation of \$200 for each day, or portion thereof, but not to exceed \$2,000 per month, while attending meetings of the board or any committee thereof or, upon authorization of the board, while on official business of the district, and the actual and necessary expenses incurred in performing the member's official duties. The bill would provide that the compensation of each member of the board may be increased beyond this amount by the board, as specified.

**Position**

Attachment: SCAG Bill Report June 2024 (Legislative Tracking Report)



**[AB 2525](#) (Zbur D) State highways: property leases.**

**Current Text:** Amended: 4/3/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. TRANS.

**Summary:** Current law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Current law authorizes the department to offer leases to the City of Los Angeles on a right of first refusal basis for any airspace under a freeway or certain real property acquired for highway purposes located in the city for purposes of an emergency shelter or feeding program for a lease amount, for up to 10 parcels, of \$1 per month, and a payment of an administrative fee not to exceed \$500 per year, as specified. This bill would expand the purposes for which these leases may be issued to include an emergency shelter or feeding program, a secure vehicle lot program, or any combination of those purposes.

**Position**

**[AB 2536](#) (Hoover R) Vehicles: local registration fees.**

**Current Text:** Enrolled: 6/7/2024 [html](#) [pdf](#)

**Location:** 6/6/2024-A. ENROLLMENT

**Summary:** Current law authorizes a county, upon the adoption of a resolution by its board of supervisors, to impose a specified fee, in addition to other fees imposed for the registration of a vehicle, to be expended in part to fund programs to deter, investigate, and prosecute vehicle theft crimes. This bill would, for purposes of this requirement, define vehicle theft crimes to include the theft of vehicle parts or components.

**Position**

**[AB 2537](#) (Addis D) Energy: Voluntary Offshore Wind and Coastal Resources Protection Program: community capacity building grants.**

**Current Text:** Amended: 4/29/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E. U., & C.

**Summary:** Current law establishes the Voluntary Offshore Wind and Coastal Resources Protection Program, which is administered by the State Energy Resources Conservation and Development Commission for the purpose of supporting state activities that complement and are in furtherance of federal laws related to the development of offshore wind facilities. Current law creates, and continuously appropriates moneys in, the Voluntary Offshore Wind and Coastal Resources Protection Fund for purposes of the program and the Private Donations Account, which is created in the fund. Current law authorizes the commission to accept federal and private sector moneys for purposes of the program and requires the private sector moneys to be deposited into the account and the federal moneys to be deposited into the fund. Current law authorizes the commission to allocate moneys in the fund or account for specified purposes, including workforce development grants. This bill would additionally authorize the commission to allocate moneys in the fund or account for capacity building grants within local communities and tribal communities to engage in the process of offshore wind energy development. By expanding the purposes for which continuously appropriated moneys may be allocated, the bill would make an appropriation. This bill would create the Offshore Wind Community Capacity Building Fund Grant Account in the fund, and would continuously appropriate the moneys in this account to the commission to award capacity building grants, thereby making an appropriation, as specified.

**Position**

**[AB 2550](#) (Gabriel D) Business establishments: building standards: retail food safety.**

**Current Text:** Amended: 4/24/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HEALTH

**Summary:** Would require the California Building Standards Commission, as part of the next triennial update of the California Building Standards Code that occurs on or after January 1, 2025, to adopt specified building standards for business establishments, including, among other things, standards authorizing (A) a business establishment that is takeout only to operate without providing customer restrooms; (B) a business establishment with a maximum occupancy of 100 occupants to operate without drinking fountains; and (C) a business establishment to operate cooking equipment, for the purpose of baking, that does not produce cooking odors, smoke, grease, or vapor without installing a Type 1 hood, as described in specified regulations, over the cooking equipment.

**Position**

**[AB 2553](#) (Friedman D) Housing development: major transit stops: vehicular traffic impact fees.**

**Current Text:** Amended: 4/15/2024 [html](#) [pdf](#)

**Location:** 5/15/2024-S. L. GOV.

**Summary:** The California Environmental Quality Act (CEQA) exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines "major transit stop" to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of "major transit stop" to increase the frequency of service interval to 20 minutes.

**Position**

**[AB 2557](#) ([Ortega D](#)) Local agencies: contracts for special services and temporary help: performance reports.**

**Current Text:** Amended: 6/5/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. L. GOV.

**Summary:** Current law relating to the government of counties authorizes a county board of supervisors to contract for certain types of special services on behalf of the county, any county officer or department, or any district or court in the county. Current law requires those special services contracts to be with persons who are specially trained, experienced, expert, and competent to perform those services. This bill would require each person who enters into a specified contract for special services with the board of supervisors to submit semiannual performance reports, as prescribed, every 180 days, to the board of supervisors and the employee organization. The bill would require such a contract to include prescribed provisions relating to the submission of semiannual performance reports and oversight of contract compliance by the board of supervisors or its representative.

**Position**

**[AB 2559](#) ([Petrie-Norris D](#)) Local planning: electric vehicle service equipment: permitting delays.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. B., P. & E.D.

**Summary:** Existing law creates the Governor's Office of Business and Economic Development (GO-Biz) and requires GO-Biz to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations through the issuance of a building permit or similar nondiscretionary permit and requires the review of an application to install an electric vehicle charging station to be limited to the building official's review of whether it meets all health and safety requirements of local, state, and federal law. Existing law requires an electric vehicle charging station to comply with, among other things, all applicable rules of the Public Utilities Commission regarding safety and reliability, as specified. This bill would require GO-Biz to create and maintain a publicly accessible internet website that contains a landing page with functionality to collect information and report delays and denials regarding all applicable forms of permitting for zero-emission vehicle infrastructure, as specified. The bill would prohibit GO-Biz from publicly displaying any submissions received under these provisions. The bill would require GO-Biz in a new or existing working group, as specified, to evaluate the data it receives from the internet website and direct the working group to determine recommended solutions to address permitting delays. The bill would require, on or before January 1, 2026, GO-Biz to submit to the Legislature and publish on its internet website a comprehensive report regarding the challenges identified throughout the data collection process, as specified. The bill would also require GO-Biz to establish a permit streamlining specialist to assist authorities having jurisdiction with permit delays and denials related to these provisions.

**Position**

**[AB 2560](#) ([Alvarez D](#)) Density Bonus Law: California Coastal Act of 1976.**

**Current Text:** Amended: 4/24/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** The Density Bonus Law provides that its provisions do not supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976, and requires that any density bonus, concessions, incentives, waivers or reductions of development standards, and parking ratios to which an applicant is entitled under the Density Bonus Law be permitted in a manner consistent with the act. This bill would provide that any density bonus, concessions, incentives, waivers or reductions of development standards, and parking ratios to which an applicant is entitled under the Density Bonus Law be permitted notwithstanding the act if the development is not located on any of specified sites.

**Position**

**[AB 2561](#) ([McKinnor D](#)) Local public employees: vacant positions.**

**Current Text:** Amended: 3/11/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. L., P.E. & R.

**Summary:** Would require each public agency with bargaining unit vacancy rates exceeding 10% for more than 90 days within the past 180 days to meet and confer with a representative of the recognized employee organization to produce, publish, and implement a plan consisting of specified components to fill all vacant positions within the subsequent 180 days. The bill would require the public agency to present this plan during a public hearing to the governing legislative body and to publish the plan on its internet website for public review for at least one year. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include findings that changes proposed by this bill address a matter of statewide concern.

**Position**

**AB 2570 (Patterson, Joe R) Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.**

**Current Text:** Amended: 5/9/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. APPR.

**Summary:** Current law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program. Under current law, grants under the HHAP program are allocated in 4 rounds of funding, administered by the Interagency Council on Homelessness, as provided. Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an evaluation of the HHAP program.

**Position**

**AB 2574 (Valencia D) Alcoholism or drug abuse recovery or treatment programs and facilities: disclosures.**

**Current Text:** Amended: 4/25/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HEALTH

**Summary:** Current law requires certified adult alcoholism or drug abuse recovery programs and licensed facilities to disclose specified information to the State Department of Health Care Services, including ownership or a financial interest in a recovery residence, as defined, and contractual relationships with entities that provide recovery services to clients of certified programs or licensed facilities if the entity is not a part of a certified program or a licensed facility. This bill would require an organization that operates, conducts, owns, or maintains a certified program or a licensed facility to disclose to the department whether the licensee, or a general partner, director, or officer of the licensee owns or has a financial interest in a recovery residence and whether it has contractual relationships with entities that provide recovery services to clients of certified programs or licensed facilities if the entity is not a part of a certified program or a licensed facility.

**Position**

**AB 2579 (Quirk-Silva D) Inspections: exterior elevated elements.**

**Current Text:** Amended: 4/9/2024 [html](#) [pdf](#)

**Location:** 5/15/2024-S. HOUSING

**Summary:** Current law provides authority for an enforcement agency to enter and inspect any buildings or premises whenever necessary to secure compliance with or prevent a violation of the building standards published in the California Building Standards Code and other rules and regulations that the enforcement agency has the power to enforce. Current law requires an inspection, by January 1, 2025, and by January 1 every 6 years thereafter, of exterior elevated elements and associated waterproofing elements, as defined, including decks and balconies, for buildings with 3 or more multifamily dwelling units, as specified. Current law that provides that, if the property was inspected within 3 years prior to January 1, 2019, as specified, no new inspection is required until January 1, 2025. This bill would extend the deadline for initial inspection until July 1, 2025.

**Position**

**AB 2583 (Berman D) School zones and walk zones.**

**Current Text:** Amended: 6/6/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** The Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive general plan that includes various elements, including a circulation element to plan for

transportation routes. This bill would require, upon any substantive revision of the circulation element on or after January 1, 2025, the legislative body of a city or county, to identify and establish school walk zones for all schools located within the scope of the general plan. The bill would define a "school walk zone" to mean all roadways and sidewalks within 1,000 feet in all directions of the boundary line of a school grounds.

**Position**

**AB 2584 (Lee D) Single-family residential real property: corporate entity: ownership.**

**Current Text:** Amended: 4/10/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. JUD.

**Summary:** Would prohibit a business entity, as defined, that has an interest in more than 1,000 single-family residential properties from purchasing, acquiring, or otherwise obtaining an interest in another single-family residential property and subsequently leasing the property. The bill would authorize the Attorney General to bring a civil action for a violation of these provisions, and would require a court in a civil action in which the Attorney General prevails to order specified relief, including that the business entity pay a civil penalty of \$100,000 for each violation and that the business entity sell the property to an independent third party within one year of the date that the court enters judgment.

**Position**

**AB 2590 (Reyes D) San Bernardino County Transportation Authority: contracting.**

**Current Text:** Amended: 5/6/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** Current law creates the San Bernardino County Transportation Authority with various powers and duties relative to transportation planning and funding in the County of San Bernardino. Current law requires the authority's contracts for the purchase of supplies, equipment, and materials, and the construction of all facilities and works, to be let to the lowest responsible bidder when the expenditure required exceeds \$25,000. Current law also requires the authority to obtain a minimum of 3 quotations, either written or oral, that permit prices and terms to be compared whenever the expected expenditure required exceeds \$1,000 but not \$25,000. This bill would authorize a contract for the purchase of supplies, equipment, or materials with a required expenditure that exceeds \$100,000 to be let to the lowest responsible bidder, or, in the authority's discretion, to the responsible bidder who submitted a proposal that provides the best value to the authority on the basis of the factors identified in the solicitation.

**Position**

**AB 2597 (Ward D) Planning and zoning: revision of housing element: regional housing need allocation appeals: Southern California Association of Governments.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. Current law requires, for the 4th and subsequent revisions of the housing element, the Department of Housing and Community Development, in consultation with the council of governments, to determine the existing and projected need for housing for each region, as specified. Current law requires the council of governments or delegate subregion, as applicable, to adopt a final regional housing needs plan that allocates a share of the regional housing need to each city, county, or city and county. Current law requires each council of governments and delegate subregion to distribute a draft allocation of regional housing needs to each local government in the region or subregion. Current law authorizes, within 45 days following receipt of the draft allocation, a local government within the region or the delegate subregion or the department to appeal to the council of governments or the delegate subregion for a revision of the share of the regional housing need proposed to be allocated to one or more local governments, as specified. This bill would reduce the period to appeal from 45 days following receipt of the draft allocation to 30 days.

**Position**

**AB 2599 (Committee on Environmental Safety and Toxic Materials) Water: public beaches: discontinuation of residential water service.**

**Current Text:** Amended: 5/21/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HEALTH

**Summary:** Current law requires the State Department of Public Health, by regulation, to establish, maintain, and amend as necessary minimum standards for the sanitation of public beaches, as

provided. Current law requires the regulations to do certain things, including requiring the testing of the waters adjacent to all public beaches for microbiological contaminants, as provided. Current law authorizes a local health officer to meet the testing requirements by utilizing test results from other parties conducting microbiological contamination testing of the waters under their jurisdiction. This bill would provide that the local health officer may only rely on data from test results from other parties if that data meets the same quality requirements that apply to local agencies pursuant to specified regulations and standards.

**Position**

**AB 2610 (Garcia D) Protected species: authorized take: System Conservation Implementation Agreement**

**Current Text:** Amended: 4/10/2024 [html](#) [pdf](#)

**Location:** 5/15/2024-S. N.R. & W.

**Summary:** Current law authorizes the Department of Fish and Wildlife, if certain conditions are fulfilled to authorize the take of species, including fully protected species, resulting from impacts attributable to implementation of the Quantification Settlement Agreement on specified lands and bodies of water. This bill would additionally authorize the department, if certain conditions are fulfilled, to authorize the take of species resulting from impacts attributable to the implementation of any System Conservation Implementation Agreement between the United States Bureau of Reclamation and the Imperial Irrigation District to implement the Lower Colorado River Basin System Conservation and Efficiency Program, as provided, on the specified lands and bodies of water.

**Position**

**AB 2621 (Gabriel D) Law enforcement training.**

**Current Text:** Amended: 5/20/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. APPR.

**Summary:** Current law defines a "hate crime" as a criminal act committed, in whole or in part, because of actual or perceived characteristics of the victim, including, among other things, race, religion, disability, and sexual orientation. Current law requires the Commission on Peace Officer Standards and Training, in consultation with specified subject-matter experts, to develop a course of instruction that trains law enforcement on, among other things, indicators of hate crimes and techniques, responses to hate crime waves against certain groups, including Arab and Islamic communities, and methods to handle incidents of hate crimes in a noncombative manner. This bill would require instruction to include identifying when a gun violence restraining order is appropriate to prevent a hate crime and the procedure for seeking a gun violence restraining order.

**Position**

**AB 2631 (Fong, Mike D) Local agencies: ethics training.**

**Current Text:** Amended: 5/20/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E. & C.A.

**Summary:** Current law requires all local agency officials to receive training in ethics, at specified intervals, if the local agency provides certain monetary payments to a member of a legislative body, as provided. Current law requires all local agency officials who are members of specified public bodies to receive the above-described training, whether or not the member receives any type of compensation, salary, or stipend or reimbursement for actual and necessary expenses incurred in the performance of official duties. Current law requires an entity that develops curricula to satisfy the above-described requirements to consult with the Fair Political Practices Commission and the Attorney General regarding the sufficiency and accuracy of the proposed course content. Current law prohibits the Fair Political Practices Commission and the Attorney General, as specified, from precluding an entity from also including local ethics policies in the curricula. This bill would require the Fair Political Practices Commission, in consultation with the Attorney General, to create, maintain, and make available to local agency officials an ethics training course, as specified.

**Position**

**AB 2632 (Wilson D) Planning and zoning: thrift retail stores.**

**Current Text:** Amended: 4/22/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. L. GOV.

**Summary:** (1)Existing law, the Planning and Zoning Law, among other things, requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and of any land outside its boundaries that relates to its planning. Existing law authorizes the legislative body, if it deems it to be in the public interest, to amend all or part of an adopted general plan, as provided. Existing law also authorizes the legislative body of any county or city, pursuant to specified procedures, to adopt ordinances that, among other things,

regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill would prohibit a local agency, as defined, from treating a thrift retail store, as defined, differently from a nonthrift retail store engaged in the sale of new items that are similar to items sold by a thrift retail store for purposes of zoning, development standards, or permitting, except as specified.

**Position**

**AB 2638 (Ward D) Housing programs: financing.**

**Current Text:** Amended: 4/9/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** Current law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing and to provide housing assistance and home loans. Current law sets forth various general powers of the department in implementing these programs, including authorizing the department to enter into long-term contracts or agreements of up to 30 years for the purpose of servicing loans or grants or enforcing regulatory agreements or other security documents. Unless an extension of a department loan, the reinstatement of a qualifying unpaid matured loan, the subordination of a department loan to new debt, or an investment of tax credit equity would result in a rent increase for tenants of a development, authorizes the Department of Housing and Community Development to approve an extension, reinstatement, subordination, payoff, extraction, or investment pursuant to specified rental housing finance programs, as specified, or if the department determines that a project has, or will have after rehabilitation or repairs, a potential remaining useful life equal to or greater than the term of the restructured loan. Current law authorizes the department to charge a monitoring fee to cover the aggregate monitoring costs in years the loan is extended and a transaction fee to cover its costs for processing restructuring transactions, and requires developer fee limitations to be consistent with specified laws and regulations, including regulations by the California Tax Credit Allocation Committee. This bill would revise and recast these provisions, including additionally authorizing the department to approve the payoff of a department loan in whole or part before the end of its term and the extraction of equity from a development for purposes approved by the department.

**Position**

**AB 2645 (Lackey R) Electronic toll collection systems: information sharing: law enforcement.**

**Current Text:** Amended: 4/3/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. PUB. S.

**Summary:** Current law prohibits a transportation agency, as defined, from selling or otherwise providing to any other person or entity, with certain exceptions, personally identifiable information of a person who subscribes to an electronic toll collection system or who uses a toll bridge, toll lane, or toll highway that employs an electronic toll collection system. Under current law, a transportation agency is authorized to make personally identifiable information of a person available to a law enforcement agency only pursuant to a search warrant, except under certain circumstances. Current law defines "personally identifiable information" for these purposes and provides that it includes, among other things, a license plate number. Current law authorizes a law enforcement agency to request the Department of the California Highway Patrol (CHP) to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Current law also authorizes the CHP, upon the request of a law enforcement agency, to activate various other alerts for missing individuals meeting certain criteria and alerts following an attack upon a law enforcement officer or a hit-and-run fatality. This bill, if the CHP activates one of the above-mentioned alerts and that alert contains a license plate number of a vehicle involved in the incident, would require a transportation agency that employs an electronic toll collection system to notify the CHP and the law enforcement agency that requested the alert upon identifying that vehicle with that license plate number using a camera-based vehicle identification system or other electronic medium employed in connection with the electronic toll collection system.

**Position**

**AB 2661 (Soria D) Electricity: Westlands Water District.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 5/24/2024-S. L. GOV.

**Summary:** Would authorize the Westlands Water District to provide, generate, and deliver solar photovoltaic or hydroelectric electricity and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for generating and delivering that electricity. The bill would require the district to use the electricity for the district's own purposes, and the bill would authorize the district to sell surplus electricity to a public or private entity engaged in the distribution or sale of electricity. The bill would also authorize the district to construct, operate, and maintain

energy storage systems and electric transmission lines, and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for the operation of the energy storage system and electric transmission lines, within the boundaries of the district, as specified. The bill would require the district to report the amount of income, and the purposes for expenditure of that income, from these electricity facilities in a specified report.

**Position**

**AB 2663 (Grayson D) Inclusionary housing: fees: reports.**

**Current Text:** Amended: 5/2/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. L. GOV.

**Summary:** The Mitigation Fee Act, among other things, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project, including requiring the local agency to identify the use to which the fee is to be put, as specified. The act requires a local agency, upon receipt of a fee subject to these provisions, to deposit, invest, account for, and expend the fees as specified. For the 5th fiscal year following the first deposit into the account of fund, and every 5 years thereafter, the act requires the local agency to make prescribed findings with respect to that portion of the account or fund remaining unexpended, whether committed or uncommitted, including demonstrating a reasonable relationship between the fee and the purpose for which it is charged. The Planning and Zoning Law, among other things, authorizes the legislative body of a county or city to adopt ordinances to require, as a condition of development of residential rental units, that the development include a certain percentage of residential rental units affordable to, and occupied by, moderate-income, lower income, very low income, or extremely low income households or by persons and families of low or moderate income, as specified. Existing law establishes a process for the Department of Housing and Community Development to review certain types of these ordinances, subject to specified standards and procedures. This bill, commencing on January 1, 2026, would require a local agency that collects inclusionary housing in-lieu fees to annually post on its internet website the amount of those fees collected in the previous year and whether those fees are intended to be used for a project, if any.

**Position**

**AB 2667 (Santiago D) Affirmatively furthering fair housing: housing element: reporting.**

**Current Text:** Amended: 4/9/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** Current law defines "affirmatively furthering fair housing" as taking meaningful actions that taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws. Current law requires a housing element to include a program that sets forth a schedule of actions during the planning period, each with a timeline for implementation such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through, among other things, the administration of land use and development controls and the provision of regulatory concessions and incentives. Current law requires this program to affirmatively further fair housing and consist of specified components, including a summary of fair housing issues in the jurisdiction and an assessment of the jurisdiction's fair housing enforcement and fair housing outreach capacity. This bill would require the Department of Housing and Community Development to develop a standardized reporting format for programs and actions taken with regards to the local agency affirmatively further fair housing that enables the reporting of the assessment components described-above, as specified. The bill would require local governments to utilize the standardized reporting format for the 7th and each subsequent revision of the housing element.

**Position**

**AB 2669 (Ting D) Toll bridges: tolls.**

**Current Text:** Amended: 4/2/2024 [html](#) [pdf](#)

**Location:** 5/23/2024-S. TRANS.

**Summary:** Current law provides for the construction and operation of various toll bridges by the state the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges, unless the bridge was under construction on or after January 1, 2025, and the tolls are used to fund the cost of constructing the bridge.

**Position**

Attachment: SCAG Bill Report June 2024 (Legislative Tracking Report)

**[AB 2672](#) (Petrie-Norris D) California Alternate Rates for Energy program: public housing authority owned or administered Homekey housing facilities.**

**Current Text:** Amended: 4/22/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E. U., & C.

**Summary:** Current law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law requires the commission to establish a program of assistance to low-income electricity and gas customers with annual household incomes that are no greater than 200% of the federal poverty guidelines levels, referred to as the California Alternate Rates for Energy or CARE program. Existing law requires the CARE program to include nonprofit group living facilities specified by the commission, as provided. This bill would delete the requirement that the above-described nonprofit group living facilities be group facilities. The bill would also require that the CARE program include public housing authority owned or administered Homekey housing facilities that are master-metered and that the residents of which substantially meet the commission's low-income eligibility requirements, as identified by the commission, and would require the commission to authorize electrical corporations and gas corporations to offer discounts to those facilities and to establish a feasible process for certifying that the assistance is used for the direct benefit of the residents of those facilities. This bill contains other related provisions and other existing laws.

**Position**

**[AB 2675](#) (Low D) Planning and zoning: regional housing needs: exchange of allocation.**

**Current Text:** Amended: 5/6/2024 [html](#) [pdf](#)

**Location:** 5/6/2024-A. RLS.

**Summary:** The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes, among other specified mandatory elements, a housing element. That law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. That law further requires the appropriate council of governments, or, for cities and counties without a council of governments, the department, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county in accordance with certain requirements. This bill would authorize a city or county, by agreement, to transfer all or a portion of its allocation of regional housing need to another city or county. The bill would allow the transferring city to pay the transferee city or county an amount determined by that agreement, as well as a surcharge to offset the impacts and associated costs of the additional housing on the transferee city.

**Position**

**[AB 2678](#) (Wallis R) Vehicles: high-occupancy vehicle lanes.**

**Current Text:** Amended: 3/18/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. TRANS.

**Summary:** Current state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Current federal law authorizes, until September 30, 2025, a state to allow specified alternate fuel and plug-in electric or hybrid vehicles to use lanes designated for HOVs. Current state law authorizes the Department of Motor Vehicles to issue decals or other identifiers to qualified vehicles, as specified. Current state law allows a vehicle displaying a valid decal or identifier issued pursuant to these provisions to be operated in a lane designated for the exclusive use of HOVs regardless of the occupancy of the vehicle. These existing state laws, by operation of their provisions, become inoperative on the date the federal authorization expires. Current state law also repeals these provisions on September 30, 2025. This bill would extend the repeal date of these provisions until January 1, 2027.

**Position**

**[AB 2684](#) (Bryan D) Safety element: extreme heat.**

**Current Text:** Amended: 6/6/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. APPR.

**Summary:** Would require a city or county, upon the next update of one or more of the elements included in the general plan on or after January 1, 2028, to review and update its safety element as necessary to address the hazard of extreme heat, as specified. The bill would authorize a city or county that has adopted an extreme heat action plan or other document that fulfills commensurate goals and objectives to use that information in the safety element, as specified, and, upon doing so, would require the city or county to summarize and incorporate into the safety element the other plan or document. The bill would also authorize a city or county to use or reference information in the Extreme Heat Action Plan and the State Hazard Mitigation Plan, as described, to comply with the



above-described updating requirement.

**Position**

**AB 2694 (Ward D) Density Bonus Law: residential care facilities for the elderly.**

**Current Text:** Amended: 4/9/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. APPR.

**Summary:** Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development, as defined, within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, a senior citizen housing development, as defined. The Density Bonus Law defines a "development" for these purposes to include a shared housing development, and defines various other terms, including "shared housing unit." This bill would expand the definition of a development for the above-described purposes to include a residential care facility for the elderly, as defined, and would specify that, in the case of a residential care facility, a "shared housing unit" includes a unit without a common kitchen where a room is shared by unrelated persons.

**Position**

**AB 2695 (Ramos D) Law enforcement: criminal statistics.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. PUB. S.

**Summary:** Existing law requires specified entities and individuals to maintain records required for the correct reporting of statistical data and to report that data to the Department of Justice at the time and in the manner prescribed by the Attorney General. This bill would require the above-described entities and individuals to disaggregate that data based on whether the incidents took place in Indian country, as defined. By expanding the duties of local law enforcement, this bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.

**Position**

**AB 2696 (Rendon D) Labor-related liabilities: direct contractor and subcontractor.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. L., P.E. & R.

**Summary:** Current law requires, for contracts entered into on or after January 1, 2022, a direct contractor making or taking a contract in the state for the erection, construction, alteration, or repair of a building, structure, or other private work, to assume, and be liable for, any debt owed to a wage claimant or third party on the wage claimant's behalf, incurred by a subcontractor at any tier acting under, by, or for the direct contractor for the wage claimant's performance of labor included in the subject of the contract between the direct contractor and the owner. Current law extends, for contracts entered into on or after January 1, 2022, the direct contractor's liability to penalties, liquidated damages, and interest owed by the subcontractor on account of the performance of the labor, except as provided. Current law authorizes a joint labor-management cooperation committee, established as specified, to bring an action in any court of competent jurisdiction against a direct contractor or subcontractor at any tier to enforce liability for any unpaid wage, fringe or other benefit payment or contribution, penalties or liquidated damages, and interest owed by the subcontractor on account of the performance of the labor on a private work, as provided. This bill would additionally authorize a joint labor-management cooperation committee, established as specified, to bring an action in any court of competent jurisdiction against a direct contractor to enforce liability for any unpaid wage, fringe or other benefit payment or contribution, penalties or liquidated damages, and interest owed by the direct contractor on account of the performance of the labor on private work.

**Position**

**AB 2697 (Irwin D) Transportation electrification: electric vehicle charging infrastructure.**

**Current Text:** Amended: 4/9/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. E. U., & C.

**Summary:** Current law prohibits persons desiring to use an electric vehicle charging station that requires payment of a fee from being required to pay a subscription fee to use the station and from being required to obtain membership in any club, association, or organization as a condition of using the station. This bill would require the State Energy Resources Conservation and Development Commission (Energy Commission) to develop network roaming requirements for electric vehicle chargers and charging station networks by January 1, 2026, that would apply to the charging network of charging network providers that received an incentive from a state agency or through a charge on ratepayers, as specified. The bill would repeal this requirement on January 1, 2035.

**Position**

Attachment: SCAG Bill Report June 2024 (Legislative Tracking Report)

**[AB 2698](#) (Ta R) Route 405: Little Saigon Freeway.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. TRANS.

**Summary:** Would specify that Route 405 from Bolsa Chica Road to Magnolia Street in the County of Orange shall be known and designated as the Little Saigon Freeway, and would require the Department of Transportation to determine the cost of appropriate signs showing that special designation and, upon receiving donations from nonstate sources sufficient to cover the cost, to erect those signs, as specified.

**Position**

**[AB 2707](#) (Fong, Mike D) Community colleges: student housing: study.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. APPR.

**Summary:** Would require the Legislative Analyst's Office to conduct a study evaluating the demographics and unique issues and barriers that housing-insecure community college students 25 years of age and older and students with dependents, as defined, face in securing housing. The bill would require the Legislative Analyst's Office to submit a report to the Legislature, on or before January 1, 2026, with the results of the study, including, among other things, policy recommendations, as specified.

**Position**

**[AB 2708](#) (Patterson, Jim R) Office of Broadband and Digital Literacy: reports.**

**Current Text:** Introduced: 2/14/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. APPR.

**Summary:** Current requires the Office of Broadband and Digital Literacy to oversee the acquisition and management of contracts for the development and construction of, and for the maintenance and operation of, a statewide open-access middle-mile broadband network, as defined. Current law requires the office, in consultation with the Department of Finance, to submit annually a report to the budget committees of the Legislature on the broadband network in compliance with specified law. This bill would require additional information to be included in the annual report, including, the total cost to complete the statewide open-access middle-mile broadband network, the total available funding for the statewide open-access middle-mile broadband network, and the projected completion date for the statewide open-access middle-mile broadband network.

**Position**

**[AB 2712](#) (Friedman D) Preferential parking privileges: transit-oriented development.**

**Current Text:** Amended: 5/13/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. L. GOV.

**Summary:** Current law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the city's, county's, or city and county's ability to meet its share of the regional housing need for low- and very low income households. This bill would, for purposes of its provisions, define "development project" to mean a residential, commercial, or other development project exempt from minimum automobile parking requirements, or subject to parking minimum reductions based on any other applicable law, located within the boundaries of the City of Los Angeles. This bill, for a development project that is located within a preferential parking area, would require the development project to be excluded from the boundaries of the preferential parking area and would prohibit the local authority, as defined, from issuing any permit to the residents, vendors, or visitors of the development project that grants preferential parking privileges. However, the bill would also authorize a local authority to issue permits to residents of the development project that is within the boundaries of a preferential parking area if the issuing the permit does not cause overcrowding in the preferential parking area for existing residents. The bill would also provide that none of the above-described provisions prohibit local authorities from issuing permits to residents of developments projects that occupy deed-restricted units intended for specified households.

**Position**

**[AB 2728](#) (Gabriel D) Planning and zoning: housing development: independent institutions of higher education and religious institutions.**

**Current Text:** Amended: 4/15/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** The Affordable Housing on Faith and Higher Education Lands Act of 2023 (the act) requires a housing development project on certain lands owned by an independent institution of higher education or a religious institution to be a use by right if the development project satisfies specified criteria, including that a specified percentage of the development project's total units are for lower income households. This bill would require a local government to include in the annual report specified information relating to housing development projects under the act, including the number of applications submitted and the total number of building permits issued under the act. The bill would require the Department of Housing and Community Development, by July 1, 2025, to develop and publish a list of existing state grants and financial incentives in connection with the planning, construction, and operation of very low, low-, and moderate-income housing on land owned by religious institutions and independent institutions of higher education, and a set of model partnership agreements that can be used by those institutions when they partner with an affordable housing builder.

**Position**

**AB 2743 (Pacheco D) Insurance: personal vehicle sharing.**

**Current Text:** Amended: 4/10/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. INS.

**Summary:** Current law generally regulates classes of insurance, including automobile liability insurance. Current law prohibits classifying a private passenger motor vehicle as a commercial vehicle, for-hire vehicle, permissive use vehicle, or livery solely because its owner allows it to be shared, if specified criteria are met, including if the annual revenue received by the vehicle's owner generated by the personal vehicle sharing of the vehicle does not exceed the annual expenses of owning and operating the vehicle. Current law requires a personal vehicle sharing program, for each vehicle that it facilitates the use of, among other things, to provide insurance coverages for the vehicle and operator of the vehicle that are equal to or greater than the insurance coverages maintained by the vehicle owner, but no less than 3 times the minimum coverage amounts for private passenger vehicles. Current law requires an owner or operator of a motor vehicle, or an owner of a vehicle used to transport passengers for hire not regulated by the Public Utilities Commission, to maintain liability insurance coverage for the named insured and any other person using the vehicle with permission in the amount of \$15,000 for the bodily injury or death of any one person, \$30,000 for the bodily injury or death of all persons, and \$5,000 for damage to the property of others resulting from any one accident. Current law increases these minimum amounts to \$30,000, \$60,000, and \$15,000, respectively, on January 1, 2025. This bill would require a personal vehicle sharing program to provide, instead, insurance coverages for the vehicle and operator at a minimum of \$45,000 for bodily injury or death for one person, \$90,000 for bodily injury or death for all persons, and \$15,000 for property damage, and, on and after January 1, 2035, to provide liability coverage at least 3 times the minimum insurance requirements for private passenger vehicles. The bill would require a personal vehicle sharing program to disclose to a vehicle owner and any person that operates the vehicle specified information, including the minimum mandatory coverage and limits that the personal vehicle sharing program is required to provide and the coverages and limits provided.

**Position**

**AB 2747 (Haney D) Tenancy: credit reporting.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. JUD.

**Summary:** Current law, until July 1, 2025, requires a landlord of an assisted housing development to offer tenants obligated on the lease of units in the development the option of having their rental payments reported to at least one consumer reporting agency, as specified. Current law authorizes a landlord to charge a tenant that elects to have rent reported a \$10 fee and prescribes requirements regarding how the offer of rent reporting is to be made. This bill would require a landlord of a dwelling unit of residential real property to offer any tenant obligated on a lease the option of having the tenant's positive rental payment information, as defined, reported to at least one nationwide consumer reporting agency, as specified. The bill would require, for leases entered into on and after April 1, 2025, the offer of positive rental payment information reporting to be made at the time of the lease agreement and at least once annually thereafter, and for leases outstanding as of January 1, 2025, the offer of positive rental payment information reporting to be made no later than April 1, 2025 and at least once annually thereafter. The bill would authorize a tenant to request, and would require a landlord to provide, additional copies of the written election of positive rental payment information reporting at any time. The bill would authorize a tenant who elects to have positive rental payment information reported as described in these provisions to subsequently file a written request to stop that reporting and would require the landlord to comply with that request.

**Position**

Attachment: SCAG Bill Report June 2024 (Legislative Tracking Report)

**AB 2801 (Friedman D) Tenancy: security deposits.**

**Current Text:** Amended: 4/25/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. JUD.

**Summary:** Current law prohibits a landlord from asserting a claim against the tenant or the security for damages to the premises or any defective conditions that preexisted the tenancy, for ordinary wear and tear or the effects thereof, or for the cumulative effects of ordinary wear and tear occurring during any one or more tenancies. This bill would limit claims against the tenant or the security for materials or supplies and for work performed by a contractor, the landlord, or the landlord's employee to the amount necessary to restore the premises back to the condition it was in at the inception of the tenancy, exclusive of ordinary wear and tear. The bill would also prohibit a landlord from requiring a tenant to pay for, or asserting a claim against the tenant or the security for, professional carpet cleaning or other professional cleaning services, unless reasonably necessary to return the premises to the condition that it was in at the inception of the tenancy, exclusive of ordinary wear and tear.

**Position**

**AB 2802 (Maienschein D) Transitional housing placement providers.**

**Current Text:** Amended: 4/2/2024 [html](#) [pdf](#)

**Location:** 5/15/2024-S. HUM. S.

**Summary:** The California Community Care Facilities Act requires the State Department of Social Services to license and regulate transitional housing placement providers pursuant to the act. Under current law, a transitional housing placement provider is an organization licensed by the department to provide transitional housing to foster children at least 16 years of age and not more than 18 years of age and to nonminor dependents to promote their transition to adulthood. Current law requires a transitional housing unit to include, among other things, a host family certified by a transitional housing placement provider or other designated entity, as prescribed. Current law requires the department to adopt regulations governing transitional housing placement living arrangements requirements for minors and nonminor dependents, as prescribed. This bill would require those regulations to include allowing a minor or nonminor dependent participant to share a bedroom or unit in a transitional housing placement with a nonparticipant roommate, sibling, or coparent, as specified. The bill would also require the regulations to allow a minor or nonminor dependent with children to share their living arrangement with a coparent or participant sibling. The bill would require the regulations to require counties and program contracts to allow individual program participants and individuals sharing their living arrangements to share bedrooms, bathrooms, and units together, regardless of gender identity and would require county program contracts to allow providers and participants to make best matches to allow for gender flexibility.

**Position**

**AB 2807 (Villapudua D) Vehicles: sideshows and street takeovers.**

**Current Text:** Amended: 6/3/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. TRANS.

**Summary:** Current law prohibits a person from engaging in a motor vehicle exhibition of speed on a highway or aiding or abetting in a motor vehicle exhibition of speed on a highway. Upon conviction, existing law punishes a person by imprisonment in a county jail for not more than 90 days, by a fine of not more than \$500, or by both that fine and imprisonment. Current law, commencing July 1, 2025, authorizes the court to order the privilege to operate a motor vehicle suspended for 90 days to 6 months and restrict the person's operation of a motor vehicle for the purposes of their employment if the violation occurred as part of a sideshow, as defined. Current law requires the court to consider a person's hardships, as specified, when deciding to either suspend or restrict a driver's license. This bill would clarify that a "sideshow" is also known as a "street takeover."

**Position**

**AB 2815 (Petrie-Norris D) Clean Transportation Program: electric vehicle chargers.**

**Current Text:** Amended: 6/4/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** Current law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law limits funding under the program to specified categories of programs and projects. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would add to the categories of programs and projects eligible for funding under the Clean Transportation Program a program to repair or replace nonoperational electric vehicle chargers that are at least 5 years old and that are located in a publicly available parking space, as provided. The bill

would require the commission to allocate at least 50% of the funding allocated for the repair or replacement program to low-income communities and disadvantaged communities.

**Position**

**AB 2892 (Low D) Vehicles: financial responsibility: self-insurance.**

**Current Text:** Amended: 4/18/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. TRANS.

**Summary:** Current law authorizes the Department of Motor Vehicles, upon application, to issue a certificate of self-insurance to an applicant who has, among other requirements, more than 25 motor vehicles registered in their name. Current law authorizes the director of the department to adopt and enforce rules and regulations as may be necessary to carry out the provisions of the Vehicle Code relating to the department. Current regulations provide for the requirements to qualify as a self-insurer, including that the applicant provide an audited financial statement of the applicant's net worth as specified, that the audited financial statements cover a 3-year period immediately preceding the date of application, and that the audited financial statements include an opinion of the applicant's net worth and reflect a net worth of not less than \$2,200,000 on the date of application. This bill would place in the Vehicle Code specified requirements to qualify as a self-insurer, including an option for an applicant to provide a cash deposit or surety bond in specified amounts. The bill would require the applicant to maintain an insurance policy with certain entities, including a company licensed to provide insurance in California and nonadmitted insurers, as specified.

**Position**

**AB 2893 (Ward D) The Shared Recovery Housing Residency Program.**

**Current Text:** Amended: 4/17/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** Current law establishes the California Interagency Council on Homelessness to oversee the implementation of Housing First guidelines and regulations, and, among other things, identify resources, benefits, and services that can be accessed to prevent and end homelessness in California. Current law requires a state agency or department that funds, implements, or administers a state program that provides housing or housing-related services to people experiencing homelessness or who are at risk of homelessness to revise or adopt guidelines and regulations to include enumerated Housing First policies. Current law specifies the core components of Housing First, including services that are informed by a harm-reduction philosophy that recognizes drug and alcohol use and addiction as a part of tenants' lives and where tenants are engaged in nonjudgmental communication regarding drug and alcohol use. This bill would authorize state programs to fund recovery housing, as defined, that emphasize abstinence under these provisions as long as the state program meets specified criteria, including using at least 75% of its funds in each county for housing or housing-based services using a harm-reduction model.

**Position**

**AB 2898 (Carrillo, Wendy D) Unbundled parking: exemptions: Housing Choice Vouchers.**

**Current Text:** Amended: 4/8/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. THIRD READING

**Summary:** Current law requires the owner of qualifying residential property, as defined, that provides parking with the qualifying residential property to unbundle parking from the price of rent, as specified. Current law defines "unbundled parking" as the practice of selling or leasing parking spaces separate from the lease of the residential use. Current federal law provides housing assistance to low-income individuals and households in the form of vouchers, commonly known as Housing Choice Vouchers. This bill would exempt any residential unit that is leased to a tenant who receives a federal Housing Choice Voucher, including a federal Veterans Affairs Supportive Housing voucher, from the above-described requirement to unbundle parking.

**Position**

**AB 2910 (Santiago D) State Housing Law: local regulations: conversion of commercial or industrial buildings.**

**Current Text:** Amended: 4/18/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** The California Building Standards Law establishes the California Building Standards Commission within the Department of General Services. Current law requires the commission to approve and adopt building standards and to codify those standards in the California Building Standards Code, which is required to be published once every 3 years. The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. That law requires the building department of every city or county to enforce within its jurisdiction the

provisions of the California Building Standards Code, the provisions of the State Housing Law, and specified other rules and regulations promulgated pursuant to that law. That law authorizes a city or county to adopt alternative building regulations for the conversion of commercial or industrial buildings to joint living and work quarters, as specified. This bill would additionally authorize a city to adopt alternative building regulations for the conversion of commercial buildings to residential uses, as specified.

**Position**

**[AB 2967](#) (Ting D) Teacher Housing Act of 2016: nonprofit organization employees.**

**Current Text:** Amended: 4/29/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. THIRD READING

**Summary:** The Teacher Housing Act of 2016 authorizes a school district to establish and maintain programs, as provided, that address the housing needs of teachers and school district employees who face challenges in securing affordable housing. The act restricts programs established under its provisions to teachers and school district employees, with certain exceptions. The act defines the term "teacher or school district employee" for these purposes to mean any person employed by a unified school district maintaining prekindergarten, transitional kindergarten, and grades 1 to 12, inclusive, an elementary school district maintaining prekindergarten, transitional kindergarten, and grades 1 to 8, inclusive, or a high school district maintaining grades 9 to 12, inclusive, including, but not limited to, certificated and classified staff. The act creates a state policy supporting housing for teachers and school district employees and permits school districts and developers in receipt of local or state funds or tax credits designated for affordable rental housing to restrict occupancy to teachers and school district employees, as specified. This bill would expand the authority provided under the act to include programs that address the housing needs of nonprofit organization employees who face challenges in securing affordable housing. The bill would define "nonprofit organization employee" for these purposes to include employees of a nonprofit organization operating early childhood, prekindergarten, or schoolage childcare, classrooms, or programs, or expanded learning classrooms and programs, on school district property with funding from the State Department of Education, the federal Head Start program, or other public funding targeted to children from families of low and moderate income.

**Position**

**[AB 2986](#) (Carrillo, Wendy D) Local Agency Formation Commission for the County of Los Angeles: East Los Angeles Task Force.**

**Current Text:** Amended: 4/29/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. L. GOV.

**Summary:** The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 provides the exclusive authority and procedure for the initiation, conduct, and completion of changes of organization and reorganization for cities and districts, except as specified. The act continues in existence in each county a local agency formation commission (LAFCO) that consists of members appointed, as specified, and that oversees those changes of organization and reorganization. The act authorizes a LAFCO to, among other things, review and approve with or without amendment, wholly, partially, or conditionally, or disapprove proposals for changes of organization or reorganization, including incorporation of a city or formation of a district, as specified. This bill would require the Local Agency Formation Commission for the County of Los Angeles (LALAFCO) to establish the East Los Angeles Task Force for the purpose of identifying and evaluating the potential impacts of incorporation of, or the establishment of special districts within, East Los Angeles, as defined. The bill would require the task force to be composed of 11 members appointed by LALAFCO in consultation with the County of Los Angeles. The bill would require the task force to meet quarterly, incorporating robust community engagement, to discuss the potential impacts of incorporation or the establishment of special districts in East Los Angeles, as specified. The bill would require the task force to complete and submit a report to the Legislature on the potential impacts of city and special district incorporation in East Los Angeles, including an analysis of advantages, disadvantages, and recommendations for future actions, as specified.

**Position**

**[AB 2993](#) (Grayson D) Home improvement and home solicitation: right to cancel contracts: loan financing regulation.**

**Current Text:** Amended: 4/17/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. B. & F. I.

**Summary:** Would prohibit a contractor from requesting or accepting full payment from a finance lender as defined, until the contractor has received a written confirmation from the owner acknowledging that a home improvement project has been completed in accordance with the contract, final approval has been provided by all permitting agencies, and the home improvement is operational.

**Position**

Attachment: SCAG Bill Report June 2024 (Legislative Tracking Report)

**AB 3006 (Zbur D) Energy: offshore wind generation.**

**Current Text:** Amended: 4/8/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E. U., & C.

**Summary:** Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in coordination with specified agencies, to develop a strategic plan for offshore wind energy developments installed off the California coast in federal waters, and require the Energy Commission to submit the strategic plan to the Natural Resources Agency and the Legislature on or before June 30, 2023, as specified. Current law requires the Energy Commission, in coordination with relevant state and local agencies, to develop a plan to improve waterfront facilities that could support a range of floating offshore wind energy development activities, as specified. The California Infrastructure Planning Act requires the Governor to annually submit a 5-year infrastructure plan to the Legislature in conjunction with the Governor’s Budget. Under current law, “infrastructure” means real property, including land and improvements to the land, structures and equipment integral to the operation of structures, easements, rights-of-way, and other forms of interest in property, roadways, and water conveyances. This bill would amend the definition of “infrastructure” described above to include port infrastructure for offshore wind energy development, and would require the 5-year infrastructure plan to include, beginning in the 2026–27 fiscal year, an assessment of funding needs for port infrastructure for offshore wind energy development.

**Position**

**AB 3025 (Valencia D) County employees’ retirement: disallowed compensation: benefit adjustments.**

**Current Text:** Amended: 5/2/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. L., P.E. & R.

**Summary:** The California Public Employees’ Pension Reform Act of 2013 (PEPRA) generally requires a public retirement system, as defined, to modify its plan or plans to comply with the act. PEPRA, among other things, establishes new defined benefit formulas and caps on pensionable compensation. The County Employees Retirement Law of 1937 (CERL) authorizes counties to establish retirement system pursuant to its provisions in order to provide pension benefits to their employees. CERL generally vests management of each retirement system in a board of retirement. CERL authorizes a board of retirement to correct errors in the calculation of a retired member’s monthly allowances or other benefits under CERL in certain circumstances, including if the member caused their final compensation to be improperly increased or otherwise overstated at the time of retirement, and the system applied that overstated amount as the basis for calculating the member’s monthly retirement allowance or benefits under CERL, subject to certain limitations. The Public Employees’ Retirement Law (PERL) also authorizes its board of administration to adjust retirement payments due to errors or omissions, including for cases in which the retirement systems that the benefits of a member or annuitant are, or would be, based on disallowed compensation that conflicts with PEPRA and other specified laws and is thus impermissible. This bill would require a retirement system established under CERL, upon determining that the compensation reported for a member is disallowed compensation, to require the employer, as defined, to discontinue reporting the disallowed compensation. The bill would require, for an active member, the retirement system to credit all employer contributions made on the disallowed compensation against future contributions to the benefit of the employer that reported the disallowed compensation, and return any member contribution paid by, or on behalf of, that member, to the member directly or indirectly through the employer that reported the disallowed compensation, except in certain circumstances in which a system has already initiated a process, as defined, to recalculate compensation.

**Position**

**AB 3035 (Pellerin D) Agricultural employee housing: streamlined, ministerial approval: Counties of Santa Clara and Santa Cruz.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-S. L. GOV.

**Summary:** The Employee Housing Act generally regulates employee housing, as defined. Among other things, the act authorizes a development proponent to submit an application for a development that is subject to a streamlined, ministerial process, as specified, and is not subject to a conditional use permit if certain requirements are met, including that the development is located on land designated as agricultural in the applicable city or county general plan, and that the development is an eligible agricultural employee housing development. The act defines eligible agricultural housing development as, among other things, an agricultural employee housing development that consists of no more than 36 units or spaces designed for use by a single family or household and is not ineligible for state funding under a provision that prohibits state funding from being provided to an employer who employs at least one H-2A worker, as specified. This bill would additionally authorize a development proponent to submit an application for a development that would subject to the above-described conditions, if the development is located on land in the County of Santa Clara or the County of Santa Cruz that is within 15 miles of an area designated as farmland or grazing by the Department of

Conservation. The bill would also increase the maximum number of units in an eligible agricultural employee housing development from 36 units to 150 units if the development is located with the County of Santa Clara or the County of Santa Cruz. The bill would also specify that an eligible agricultural employee housing development under these provisions may not be ineligible for state funding pursuant to a specified provision of the Joe Serna, Jr., Farmworker Housing Grant Program, which prohibits funding under that program to an agricultural employer or farm labor contractor who employs at least one H-2A worker, as specified, and would make additional clarifying changes.

**Position**

**[AB 3057](#) ([Wilson D](#)) California Environmental Quality Act: exemption: junior accessory dwelling units ordinances.**

**Current Text:** Amended: 4/8/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements the adoption of an ordinance by a city or county to issue a zoning variance, special use permit, or conditional use permit for a dwelling unit to be constructed, or which is attached to or detached from, a primary residence on a parcel zoned for a single-family residence, as provided, or an the adoption of an ordinance to provide for the creation of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use. This bill would expand the above CEQA exemption to include the adoption of an ordinance by a city or county to provide for the creation of junior accessory dwelling units in single-family residential zones.

**Position**

**[AB 3061](#) ([Haney D](#)) Vehicles: autonomous vehicle incident reporting.**

**Current Text:** Amended: 4/16/2024 [html](#) [pdf](#)

**Location:** 5/23/2024-S. TRANS.

**Summary:** Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer, as defined, submits an application to the Department of Motor Vehicles (DMV), as specified, and that application is approved. Current law requires the department to adopt various specified regulations relating to autonomous vehicles, including, among others, testing, equipment, and performance standards that the department concludes are necessary to ensure the safe operation of autonomous vehicle on public roads. Commencing July 31, 2025, this bill would require a manufacturer of autonomous vehicles to report to the DMV a vehicle collision, traffic violation, or disengagement, as defined, or a barrier to access or incident of discrimination for a passenger with a disability, that involves a manufacturer's vehicle in California regardless of whether the vehicle is in the testing or deployment phase. The bill would require these reports to contain specified information and to be submitted at the time the incident is identified by the manufacturer. The bill would require these reports to be submitted on a timeline adopted by the DMV that does not exceed reporting deadlines required by the federal National Highway Traffic Safety Administration.

**Position**

**[AB 3085](#) ([Gipson D](#)) Vehicles: removal and impoundment.**

**Current Text:** Amended: 4/8/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. TRANS.

**Summary:** Current law requires a magistrate to issue a warrant or order authorizing a peace officer to immediately seize and cause the removal of a vehicle if the magistrate is presented with a peace officer's affidavit establishing reasonable cause to believe that the vehicle was an instrumentality used in the peace officer's presence in violation of specified offenses, including, among others, a person who, while operating a motor vehicle and with the intent to evade, willfully flees or otherwise attempt to elude a pursuing peace officer's motor vehicle. Current law makes it a crime for a person to engage in a motor vehicle speed contest or exhibition of speed on a highway or in an offstreet parking facility, as specified. This bill would include this crime in the list of offenses for which a peace officer may impound a vehicle pursuant to a warrant or order issued by a magistrate, and make other technical changes, as specified.

**Position**

**[AB 3093](#) ([Ward D](#)) Land use: housing element: streamlined multifamily housing.**

**Current Text:** Amended: 5/6/2024 [html](#) [pdf](#)



**Location:** 5/29/2024-S. HOUSING

**Summary:** The Planning and Zoning Law defines various terms for purposes of requirements applicable to the housing element. Under current law, a housing element is required to include specified information, including an analysis of special housing needs, such as those of the elderly, and quantification of the locality's existing and projected housing needs for all income levels, including extremely low income households, calculated as provided. This bill would define acutely low, extremely low, very low, lower, moderate, and above moderate income for purposes of requirements applicable to the housing element, and would make related changes. The bill would modify the specified information required to be included in the housing element, including by removing the calculation method for extremely low income households and by specifying acutely and extremely low income households as a special housing need.

**Position**

**AB 3100 (Low D) Assumption of mortgage loans: dissolution of marriage.**

**Current Text:** Amended: 6/6/2024 [html](#) [pdf](#)

**Location:** 5/1/2024-S. B. & F. I.

**Summary:** Would require a conventional home mortgage loan originated on or after January 1, 2027, and secured by owner-occupied residential real property containing 4 or fewer dwelling units with multiple borrowers to include provisions to allow for any of the existing borrowers to purchase the property interest of another borrower on the loan by assuming the seller's portion of the mortgage under specified circumstances if the assuming borrower qualifies for the underlying loan, as determined by the lender.

**Position**

**AB 3111 (Calderon D) Distributed energy resources and aggregated distributed energy resources: reporting.**

**Current Text:** Amended: 4/29/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. E. U., & C.

**Summary:** Current law vests the State Energy Resources Conservation and Development Commission with the exclusive authority to certify all electrical transmission lines and thermal powerplants, and their sites, in the state, as specified. This bill would require, as part of an application submitted for a permit to install or interconnect a distributed energy resource or an aggregated distributed energy resource, or at the time an aggregator enrolls an aggregated distributed energy resource in an aggregation program, the applicant or aggregator to provide notice to the Energy Commission that contains specified information about the distributed energy resources or aggregated distributed energy resources, as provided. The bill would require the commission to share the information in those notices with the Public Utilities Commission, the Independent System Operator, and electrical corporations or local publicly owned electric utilities, as provided.

**Position**

**AB 3116 (Garcia D) Housing development: density bonuses: student housing developments.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. HOUSING

**Summary:** Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development, as defined, within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, 20% of the total units, as defined, for lower income students in a student housing development that meets certain requirements. Current law requires that all units in the student housing development be used exclusively for undergraduate, graduate, or professional students enrolled full time at an institution of higher learning, as specified. To be eligible under this provision, current law requires a developer, as a condition of receiving a certificate of occupancy, provide evidence to the city, county, or city and county that the developer has entered into an operating agreement or master lease with one or more institutions of higher education, as specified. Current law also requires the development to provide priority for the applicable affordable units for lower income students experiencing homelessness, as specified. Current law requires units described in these provisions to be subject to a recorded affordability restriction of 55 years. This bill would define "student housing development" to mean a development that contains bedrooms containing 2 or more bedspaces that have a shared or private bathroom, access to a shared or private living room and laundry facilities, and access to a shared or private kitchen. The bill would authorize units in the student housing development to be used for undergraduate, graduate, or professional students enrolled currently or in the past 6 months in at least 6 units at an institution of higher learning, as specified.

**Position**

**[AB 3121](#) (Hart D) Urban retail water suppliers: written notice: conservation order: dates.**

**Current Text:** Introduced: 2/16/2024 [html](#) [pdf](#)

**Location:** 5/8/2024-S. N.R. & W.

**Summary:** Current law authorizes the State Water Resources Control Board, on and after January 1, 2025, to issue a written notice to an urban retail water supplier that does not meet its urban water use objective. Current law authorizes the board, on and after January 1, 2026, to issue a conservation order to an urban retail water supplier that does not meet its urban water use objective. This bill would instead provide that the date the board is authorized to issue a written notice to January 1, 2026 and a conservation order to January 1, 2027.

**Position**

**[AB 3138](#) (Wilson D) Vehicle identification and registration: alternative devices.**

**Current Text:** Amended: 4/24/2024 [html](#) [pdf](#)

**Location:** 5/24/2024-S. TRANS.

**Summary:** Current law requires a vehicle to display a license plate, issued by the Department of Motor Vehicles, with tabs that indicate the month and year the vehicle registration expires. Current law requires the department to issue a registration card upon registering a vehicle that includes, among other information, the name of the owner and the vehicle registration number. Current law authorizes the department to establish a program allowing an entity to issue devices as alternatives to the conventional license plates, stickers, tabs, and registration cards, subject to specific requirements that include limitations on how vehicle location technology is used with an alternative device and how an alternative device may display certain specialized license plates. Current law requires an alternative device to be subject to the approval of the Department of the California Highway Patrol. This bill would instead require the department to consult with the Department of the California Highway Patrol when approving an alternative device. The bill would modify the limitations on the use of vehicle location technology and the replication of specialized license plates.

**Position**

**[AB 3141](#) (Gipson D) Property taxation: possessory interests: seaport environmental improvements.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 5/15/2024-A. APPR. SUSPENSE FILE

**Summary:** Current property tax law requires that all property subject to tax be assessed at its full cash value, and includes certain possessory interests among those property interests that are subject to tax. Current property tax law defines a taxable possessory interest to be a use that is independent, durable, and exclusive. Current property tax law specifies, for purposes of the definition of a taxable possessory interest, various types of possession or use that are not considered independent possession or use of land, including when that possession or use is a tenancy in a residential unit of a publicly owned housing project by a low-income household, as specified. This bill would provide, for the 2025–26 fiscal year to the 2029–30 fiscal year, inclusive, that there is no independent or exclusive possession or use of land or improvements if that possession or use is of any infrastructure at a public seaport, as defined, that is newly constructed on or after January 1, 2025, as described, as part of a nonrevenue-generating environmental improvement, as defined. The bill would, among other things, deem the construction or installation made or used for the operation of any fully automated cargo handling equipment, as defined, to be independent, durable, and exclusive, as specified.

**Position**

**[AB 3160](#) (Gabriel D) Insurance, income, and corporation taxes: credits: low-income housing.**

**Current Text:** Amended: 5/20/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. HOUSING

**Summary:** Current law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee provides procedures and requirements for the allocation, in modified conformity with federal law, of state insurance, personal income, and corporation tax credit amounts to qualified low-income housing projects that have been allocated, or qualify for, a federal low-income housing tax credit, and farmworker housing. Current law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year. Current law provides for an additional allocation of \$500,000,000 in low-income housing tax credits for the 2020 calendar year and up to \$500,000,000 for the 2021 calendar year and thereafter. Current law provides that the additional amount for the 2021 calendar year and thereafter is available only if the Budget Act or related legislation specifies an amount available for allocation. This bill would instead require that this additional allocation of low-income housing tax credits be \$500,000,000 for the 2020 calendar year through the 2030 calendar

year, and up to \$500,000,000 for the 2031 calendar year and every year thereafter.

**Position**

**[AB 3168](#) ([Gipson D](#)) Department of Motor Vehicles: confidential records.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. PUB. S.

**Summary:** Current law prohibits the disclosure of the home addresses of certain public employees and officials that appear in records of the Department of Motor Vehicles, except to a court, a law enforcement agency, an attorney in a civil or criminal action under certain circumstances, and certain other official entities. Current law requires that following termination of office or employment, a confidential home address be withheld from public inspection for 3 years, unless the termination is the result of conviction of a criminal offense. Current law provides that if a termination or separation from office or employment is the result of the filing of a criminal complaint, the confidential home address shall be withheld from public inspection during the time in which the terminated individual may file an appeal from termination, while an appeal from termination is ongoing, and until the appeal process is exhausted. If the termination or separation is upheld, existing law grants employing agencies with discretion to maintain the confidentiality of the terminated individual's home address. This bill would authorize an employing agency to request that the department remove the confidentiality protections described above following the termination of employment if no appeal to the termination is filed or if the termination or separation is upheld. If the terminated individual files an appeal from termination, this bill would require that the individual's home address be withheld from public inspection while the appeal from termination is ongoing and until the appeal process is exhausted.

**Position**

**[AB 3182](#) ([Lackey R](#)) Land conservation: California Wildlife, Coastal, and Park Land Conservation Act: County of San Bernardino.**

**Current Text:** Amended: 4/24/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. N.R. & W.

**Summary:** Current law requires an applicant receiving state funds under the California Wildlife, Coastal, and Park Land Conservation Act to maintain any property acquired in perpetuity, as specified, and use the property only for the purposes stated in the act and to make no other use, sale, or other disposition of the property except as authorized by a specific act of the Legislature. Current law authorizes the County of San Bernardino to sell or exchange property it owns within the Chino Agricultural Preserve that was purchased with grant funds if it meets certain conditions. Among those conditions, current law requires the county to preserve all lands and conservation easements acquired or dedicated as authorized by the act in perpetuity for open-space conservation purposes or agricultural preservation, and specifies that open-space conservation includes community gardens, agricultural heritage projects, agricultural and wildlife education or wildlife habitat. This bill would additionally authorize preservation of those lands or easements for park and recreational purposes, and would explicitly include, to the extent they are consistent with the purposes of the act, playgrounds, recreational venues, sporting venues, amphitheaters, and preservation of historical resources as appropriate purposes.

**Position**

Support

**[AB 3227](#) ([Alvarez D](#)) California Environmental Quality Act: exemption: stormwater facilities: routine maintenance.**

**Current Text:** Amended: 4/24/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. E.Q.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would, if certain conditions are met, exempt from the provisions of CEQA the routine maintenance of stormwater facilities that are fully concrete or that have a conveyance capacity of less than a 100-year storm event. The bill would, if the lead agency determines that a project is not subject to CEQA pursuant to these provisions and determines to approve or carry out the project, require the lead agency to file a notice with the State Clearinghouse in the Office of Planning and Research and with the county clerk in the county in which the project will be located, as provided, thereby imposing a state-mandated local program. Because a lead agency would be required to determine whether a project qualifies for this exemption, the bill would impose a state-mandated local program.

**Position**

**[AB 3238](#) ([Garcia D](#)) California Environmental Quality Act: electrical infrastructure projects.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-S. E. U., & C.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. The CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The CEQA exempts certain projects from its requirements, including actions necessary to prevent or mitigate an emergency. This bill would, until January 1, 2030, exempt from CEQA projects for the expansion of an existing public right-of-way across state-owned land to accommodate the construction, expansion, modification, or update of electrical infrastructure, as defined, meeting certain requirements, including the requirement that the lead agency for the project is either the Public Utilities Commission or a state agency owning or managing the state-owned land. This bill contains other related provisions and other existing laws.

**Position**

**AB 3268 (Low D) Property taxation: low-value exemption: possessory interests in publicly owned streets and sidewalks.**

**Current Text:** Amended: 4/18/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. REV. & TAX

**Summary:** The California Constitution authorizes the Legislature, with the approval of 2/3 of the membership of each house, to allow a county board of supervisors to exempt from property taxation those properties having a value too low to justify the costs of assessment and collection. Current property tax law implementing this authority generally limits any exemption granted under this constitutional provision by a county board of supervisors to real property with a total base year value, or personal property with a full value, not exceeding \$10,000, or \$50,000 for lien dates occurring on or after January 1, 2020, and before January 1, 2025, in the case of possessory interests and, in the case of certain possessory interests, for lien dates occurring on or after January 1, 2025. This bill would instead apply the above-described authority for an exemption of \$50,000 to lien dates occurring on or after January 1, 2020, and before January 1, 2030, in the case of possessory interests and, in the case of certain possessory interests, to lien dates occurring on or after January 1, 2030.

**Position**

**AB 3278 (Committee on Transportation) Transportation: omnibus bill.**

**Current Text:** Amended: 4/17/2024 [html](#) [pdf](#)

**Location:** 5/29/2024-S. TRANS.

**Summary:** Current law, as of January 1, 2024, prohibits a person who fails to comply with a court order to attend traffic violator school from being assessed an additional penalty, as specified. This bill would ensure that related provisions are consistent with that provision. The bill would also make technical changes.

**Position**

**ABX1 1 (Ting D) Oil refineries: maintenance.**

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Location:** 12/5/2022-A. PRINT

**Summary:** The California Refinery and Chemical Plant Worker Safety Act of 1990 requires, among other things, every petroleum refinery employer to submit to the Division of Occupational Safety and Health full schedule of planned turnarounds, meaning a planned, periodic shutdown of a refinery process unit or plant to perform maintenance, overhaul, and repair operations and to inspect, test, and replace process materials and equipment, as provided. This bill would express the intent of the Legislature to enact subsequent legislation to ensure that only one oil refinery in the state is undergoing scheduled maintenance at a time.

**Position**

**ABX1 2 (Fong, Vince R) Motor Vehicle Fuel Tax Law: suspension of tax.**

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Location:** 12/5/2022-A. PRINT

**Summary:** Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the

violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

**Position**

**ACA 10 (Haney D) Fundamental human right to housing.**

**Current Text:** Introduced: 3/6/2023 [html](#) [pdf](#)

**Location:** 6/6/2024-A. RLS.

**Summary:** The California Constitution enumerates various personal rights, including the right to enjoy and defend life and liberty, acquiring, possessing, and protecting property, and pursuing and obtaining safety, happiness, and privacy. This measure would declare that the state recognizes the fundamental human right to adequate housing for everyone in California. The measure would make it the shared obligation of state and local jurisdictions to respect, protect, and fulfill this right, by all appropriate means, as specified.

**Position**

**ACA 16 (Bryan D) Environmental rights.**

**Current Text:** Amended: 6/6/2024 [html](#) [pdf](#)

**Location:** 5/20/2024-A. THIRD READING

**Summary:** Would amend the California Constitution to declare that the people have a right to clean air and water and a healthy environment considering the general well-being and other needs of the people. The measure would specify that the principles inherent in these rights shall serve as a guide to all branches of government in the performance of their official duties and that these rights shall inure to all people in equal measure and shall not be construed or applied in a manner inconsistent with duly enacted laws of the state or other rights set forth in the California Constitution.

**Position**

**SB 7 (Blakespear D) Regional housing need: determination.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-A. H. & C.D.

**Summary:** The Planning and Zoning Law requires, for the 4th and subsequent revisions of the housing element, the Department of Housing and Community Development (department) to determine the existing and projected need for housing for each region, as specified. That law requires the department, in consultation with the council of governments, to determine the existing and projected need of housing for each region in a specified manner. That law requires the department's determination to be based upon population projections produced by the Department of Finance, as specified. That law also requires the department to meet and consult with the council of governments regarding the assumptions and methodologies to be used to determine each region's housing need and requires the council of governments to provide data assumptions from the council of governments' projections, as specified. That law authorizes the department to accept or reject the information provided by the council of governments and, after consultation with each council of governments, to make determinations on the council of governments' data assumptions and the methodology the department will use to determine each region's housing need. That law requires the department to provide its determinations to each council of governments, as specified. That law, upon making that determination, authorizes the council of governments to object to the determination. This bill, for regions in which the department is required to distribute the regional housing need, would prohibit a city or county from filing an objection to the regional housing need determination.

**Position**

Watch

**SB 17 (Caballero D) Senior housing: tax credits.**

**Current Text:** Vetoed: 10/7/2023 [html](#) [pdf](#)

**Location:** 10/7/2023-S. VETOED

**Summary:** Current law, enacted to implement a specified low-income housing tax credit established by federal law, requires the California Tax Credit Allocation Committee to annually determine and allocate the state ceiling in accordance with those provisions and in conformity with federal law. Current law authorizes the committee to adopt, amend, or repeal rules and regulations for the allocation of housing credits. Current law requires that specified amounts of the low-income housing tax credits be set aside for allocation to rural areas, small developments, and farmworker housing, as specified. This bill would require the committee to revise its regulations to increase the housing type goal for senior developments to 20 percent.

**Position**

Watch

**[SB 37](#)**

**(Caballero D) Older Adults and Adults with Disabilities Housing Stability Act.**

**Current Text:** Amended: 1/22/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. H. & C.D.

**Summary:** Current law establishes various programs to address homelessness, including requiring the Governor to create an Interagency Council on Homelessness and establishing the Homeless Emergency Aid program for the purpose of providing localities with one-time grant funds to address their immediate homelessness challenges, as specified. Current law commits to the Department of Housing and Community Development the administration of various housing assistance programs, including provisions relating to residential hotel rehabilitation and tasks the department, in consultation with each council of governments, with the determination of each region’s existing and projected housing need. This bill would, upon an appropriation by the Legislature for this express purpose, require the Department of Housing and Community Development, commencing January 1, 2025, to begin developing the Older Adults and Adults with Disabilities Housing Stability Pilot Program.

**Position**

Watch

**[SB 106](#)**

**(Wiener D) Budget Acts of 2022 and 2023.**

**Current Text:** Amended: 4/8/2024 [html](#) [pdf](#)

**Location:** 4/15/2024-A. BUDGET

**Summary:** Would amend the Budget Act of 2022 and the Budget Act of 2023 by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.

**Position**

**[SB 251](#)**

**(Newman D) Candidates’ statements: false statements.**

**Current Text:** Amended: 1/3/2024 [html](#) [pdf](#)

**Location:** 5/13/2024-A. ELECTIONS

**Summary:** Current law permits a candidate for nonpartisan elective office, and an officer whose recall is being sought, to file with the elections official a candidate’s statement that includes a brief description of the candidate’s education and qualifications. Current law requires an elections official to include in the county voter information guide a candidate’s statement from a candidate for nonpartisan elective office and from an officer whose recall is being sought. Current law prohibits a candidate for nonpartisan elective office, or an incumbent in a recall election, to knowingly make a false statement of material fact in the candidate’s statement with the intent to mislead the voters in connection with the candidate’s campaign for nomination or election to an office. Violation of this prohibition is punishable by a fine not to exceed \$1,000. This bill would increase the maximum fine amount to \$5,000.

**Position**

**[SB 294](#)**

**(Wiener D) Health care coverage: independent medical review.**

**Current Text:** Amended: 5/24/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-A. APPR.

**Summary:** The Knox-Keene Health Care Service Plan Act of 1975 provides for the licensure and regulation of health care service plans by the Department of Managed Health Care, and makes a willful violation of the act a crime. Current law provides for the regulation of disability insurers by the Department of Insurance. Current law establishes the Independent Medical Review System within each department, under which an enrollee or insured may seek review if a health care service has been denied, modified, or delayed by a health care service plan or disability insurer and the enrollee or insured has previously filed a grievance that remains unresolved after 30 days. This bill, commencing January 1, 2026, would require a health care service plan or a disability insurer that upholds its decision to modify, delay, or deny a health care service in response to a grievance or has a grievance that is otherwise pending or unresolved upon expiration of the relevant timeframe to automatically submit within 24 hours a decision regarding a disputed health care service to the Independent Medical Review System, as well as the information that informed its decision, if the decision is to deny, modify, or delay specified services relating to mental health or substance use disorder conditions for an enrollee or insured up to 26 years of age. The bill would require a health care service plan or disability insurer, within 24 hours after submitting its decision to the Independent Medical Review System to provide notice to the appropriate department, the enrollee or insured or their representative, if any, and the enrollee’s or insured’s provider.

**Position**

**[SB 308](#)**

**(Becker D) Net zero greenhouse gas emissions goal: carbon dioxide removal: regulations.**

**Current Text:** Amended: 6/5/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-A. NAT. RES.

Attachment: SCAG Bill Report June 2024 (Legislative Tracking Report)

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to adopt a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases, applicable from January 1, 2012, to December 31, 2030, inclusive, as specified. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. Existing law requires the state board, as part of its scoping plan, to establish specified carbon dioxide removal targets for 2030 and beyond. The act also declares the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would require the state board to develop and adopt regulations, or utilize existing programs and regulations, to ensure the state achieves carbon dioxide removals equivalent to at least 100% of statewide greenhouse gas emissions in calendar year 2045, and all subsequent years, in order to achieve the net zero and net negative greenhouse gas emissions goals. As part of those efforts, the bill would require the state board to establish separate interim targets for greenhouse gas emissions reductions and carbon dioxide removals, to be applicable beginning no later than calendar year 2030, and to report on progress toward achieving those targets. The bill would provide that only carbon dioxide removed by processes certified by the state board as satisfying certain requirements shall be eligible to be counted for the purpose of counterbalancing statewide greenhouse gas emissions when determining the state's progress toward achieving net zero and net negative greenhouse gas emissions.

**Position**

**[SB 347](#) (**Newman D**) Subdivision Map Act: exemption: hydrogen fueling stations and electrical charging stations.**

**Current Text:** Amended: 6/4/2024 [html](#) [pdf](#)

**Location:** 4/29/2024-A. ED.

**Summary:** The Subdivision Map Act excludes various projects from its provisions, including the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection, and sale or lease of a solar electrical generation device on the land, if the project is subject to review under other local agency ordinances regulating design and improvement of the project or if the project is subject to discretionary action by the advisory agency or legislative body. This bill would also exempt a hydrogen fueling station or electrical charging station, as specified, from the requirements of the Subdivision Map Act.

**Position**

**[SB 382](#) (**Becker D**) Single-family residential property: disclosures.**

**Current Text:** Amended: 6/3/2024 [html](#) [pdf](#)

**Location:** 4/29/2024-A. JUD.

**Summary:** Would, on or after January 1, 2026, require a seller of a single-family residential property to deliver a specified disclosure statement to the prospective buyer regarding the electrical systems of the property, except as specified, and to disclose, in writing, the existence of any state or local requirements relating to the future replacement of existing gas-powered appliances that are being transferred with the property, as specified.

**Position**

**[SB 393](#) (**Glazer D**) Civil actions: housing development projects.**

**Current Text:** Amended: 6/3/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** Current law provides that in a civil action brought by a plaintiff to challenge a housing development project that meets or exceeds the requirements for low- or moderate-income housing, a defendant may seek an order requiring the plaintiff to furnish an undertaking as security for costs and damages that may be incurred by the defendant if the bringing of the action or seeking by the plaintiff of particular relief, including injunctive relief, would result in a delay in carrying out the development project. Current law requires this motion to be made on the grounds that (1) the action was brought in bad faith, vexatiously, to delay or thwart the low- or moderate-income nature of the housing development project and (2) the plaintiff will not suffer undue economic hardship by filing the undertaking. If the court determines, after hearing, that the grounds for the motion have been established, existing law requires the court to order the plaintiff to file an undertaking that may not exceed \$500,000 as security for the defendant's costs and damages. This bill would require the motion described above to be made solely on the ground that the action was brought in bad faith, vexatiously, for the purpose of delay, or to thwart the low- or moderate-income nature of the housing development project. The bill would permit the plaintiff, in responding to the motion, to seek to limit th

amount of the undertaking by presenting evidence that filing the undertaking will cause the plaintiff to suffer undue economic hardship.

**Position**  
Support

**[SB 422](#) (Portantino D) California Environmental Quality Act: expedited environmental review: climate change regulations.**

**Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)

**Location:** 9/14/2023-A. 2 YEAR

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires specified public agencies, including air pollution control districts and air quality management districts, to perform, at the time of adoption of a rule or regulation requiring the installation of pollution control equipment or a performance standard or treatment requirement, an environmental analysis of the reasonably foreseeable methods of compliance. This bill would also require those specified public agencies, at the time of adoption of a rule or regulation requiring the reduction in emissions of greenhouse gases, criteria air pollutants, or toxic air contaminants, to perform an environmental analysis of the reasonably foreseeable methods of compliance.

**Position**

**[SB 440](#) (Skinner D) Regional Housing Finance Authorities.**

**Current Text:** Amended: 6/30/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-A. 2 YEAR

**Summary:** The San Francisco Bay Area Regional Housing Finance Act establishes the Bay Area Housing Finance Authority to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area, as defined, and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. The Los Angeles County Regional Housing Finance Act similarly establishes the Los Angeles County Affordable Housing Solutions Agency to increase the supply of affordable housing in Los Angeles County, as specified. This bill, the Regional Housing Finance Act, would authorize 2 or more local governments, as defined, to establish a regional housing finance authority to raise, administer, and allocate funding for affordable housing in the jurisdiction of the authority, as defined, and provide technical assistance at a regional level for affordable housing development, including new construction and the preservation of existing housing to serve a range of incomes and housing types. The bill would require an authority to be governed by a board composed of at least 3 directors who are elected officials representing the local governments that are members of the authority.

**Position**

**[SB 450](#) (Atkins D) Housing development: approvals.**

**Current Text:** Amended: 9/1/2023 [html](#) [pdf](#)

**Location:** 9/14/2023-A. 2 YEAR

**Summary:** Current law requires a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided. Current law authorizes a local agency to impose objective zoning standards, objective subdivision standards, and objective design standards, as defined, except as specified, on the proposed housing development. Current law authorizes a local agency to deny a proposed housing development if specified conditions are met, including that the building official makes a written finding that the proposed housing development project would have a specific, adverse impact upon public health and safety or the physical environment, as provided. This bill would remove the requirement that a proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls to be considered ministerially. The bill would prohibit a local agency from imposing objective zoning standards, objective subdivision standards, and objective design standards that do not apply uniformly to development within the underlying zone, but would specify that these provisions do not prohibit a local agency from adopting or imposing objective zoning standards, objective subdivision standards, and objective design standards on the development if the standards are more permissive than applicable standards within the underlying zone. The bill would remove the authorization for a local agency to deny a proposed housing development if the building official makes a written finding that the proposed housing

Attachment: SCAG Bill Report June 2024 (Legislative Tracking Report)



development project would have a specific, adverse impact upon the physical environment. The bill would require the local agency to consider and approve or deny the proposed housing development application within 60 days from the date the local agency receives the completed application, and would deem the application approved after that time.

**Position**

**SB 517 (Gonzalez D) Economic development: movement of freight.**

**Current Text:** Amended: 3/22/2023 [html](#) [pdf](#)

**Location:** 7/14/2023-A. 2 YEAR

**Summary:** Current law authorizes GO-Biz to undertake various activities relating to economic development, including the provision of prescribed information. Current law requires the Transportation Agency to prepare a state freight plan that provides a comprehensive plan to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would authorize GO-Biz to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and the supply chain across the state and to promote and assess the continued economic vitality, economic competitiveness, and sustainability of the freight sector. The bill would also authorize GO-Biz to provide freight and supply chain economic competitiveness information.

**Position**

Support

**SB 532 (Wiener D) Parking payment zones.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 7/5/2023-A. APPR.

**Summary:** Would authorize a local authority to require payment of parking fees by a mobile device, if it meets certain requirements, such as adopting an accessible and equitable parking cash payment plan that does not utilize parking meters or payment centers in parking payment zones to provide reasonably accessible alternative means for payment of parking fees using cash. The bill would require a local authority to consult with specified stakeholders in the development of the plan and would require a local authority that adopts a plan to provide to its governing body and the Legislature, as specified, an evaluation of the plan to determine the plan's impact on equity, accessibility, and costs.

**Position**

**SB 537 (Becker D) Department of General Services: memorial to forcibly deported Mexican Americans and Mexican immigrants.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-A. G.O.

**Summary:** Current law, the Apology Act for the 1930s Mexican Repatriation Program, makes findings and declarations regarding the unconstitutional removal and coerced emigration of United States citizens and legal residents of Mexican descent, between the years 1929 and 1944, to Mexico from the United States during the 1930s "Mexican Repatriation" Program. Current law expresses the apology of the State of California to those individuals who were illegally deported and coerced into emigrating to Mexico and requires that a plaque to commemorate those individuals be installed and maintained by the Department of Parks and Recreation in an appropriate public place in Los Angeles. This bill would authorize a nonprofit organization representing Mexican Americans or Mexican immigrants, in consultation with the Department of General Services, to plan, construct, and maintain a memorial to Mexican Americans and Mexican immigrants who were forcibly deported from the United States during the Great Depression, as provided. The bill would require the nonprofit organization to submit a plan for the memorial to the department for its review and approval. The bill would require the memorial to be located at an appropriate public place in Los Angeles.

**Position**

**SB 547 (Blakespear D) District agricultural associations: real property: affordable housing.**

**Current Text:** Amended: 6/5/2023 [html](#) [pdf](#)

**Location:** 7/14/2023-A. 2 YEAR

**Summary:** Would, by April 30, 2024, require the 22nd District Agricultural Association to execute a legally binding lease of specified parcels of real property to the City of Del Mar for the purposes of constructing a residential development that provides at least 61 units that are affordable to lower income households. The bill would provide that the rent for a lease executed pursuant to these provisions be \$1 per year and would authorize the City of Del Mar to sublease the real property to a private entity for the purpose of developing and constructing the affordable housing units. The bill would authorize the lease to include a requirement that a minimum percentage of the units constructed be reserved for employees of the 22nd District Agricultural Association, provided that no more than 10% are reserved for those employees. The bill would provide that the lease not be subject

to the approval of the Department of General Services. By requiring the City of Del Mar to execute a lease with the 22nd District Agricultural Association, the bill would impose a state-mandated local program.

**Position**

**SB 689 (Blakespear D) Local coastal program: bicycle lane: amendment.**

**Current Text:** Amended: 6/3/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-A. TRANS.

**Summary:** The California Coastal Act of 1976 requires the issuance of a coastal development permit if the proposed development is in conformity with the certified local coastal program. The act provides for the certification of local coastal programs by the California Coastal Commission. This bill would provide that an application by a local government to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway shall not require a traffic study for the processing of either a coastal development permit or an amendment to a local coastal program. The bill would require, if a proposal to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway within the developed portion of an existing road right-of-way requires an amendment to a local coastal program, that the amendment be processed in accordance with the procedures applicable to de minimus local coastal program amendments if the executive director of the commission makes specified determinations.

**Position**

**SB 768 (Caballero D) California Environmental Quality Act: Transportation Agency: vehicle miles traveled: study.**

**Current Text:** Amended: 5/29/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-A. APPR.

**Summary:** Current law requires the Office of Planning and Research to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law establishes the Transportation Agency in state government with various duties and responsibilities. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over specified departments and offices, including the Department of Transportation. This bill would require the Transportation Agency, in consultation with local governments and other interested parties as specified, by January 1, 2028, and subject to an appropriation by the Legislature for this purpose, to conduct and post on its internet website a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act (CEQA). The bill would require the study to include, among other things, an analysis of the differences in the availability and feasibility of mitigation measures for vehicle miles traveled in rural, suburban, and urban areas. The bill would repeal those provisions on January 1, 2029.

**Position**

**SB 769 (Gonzalez D) Local government: fiscal and financial training.**

**Current Text:** Amended: 6/22/2023 [html](#) [pdf](#)

**Location:** 9/1/2023-A. 2 YEAR

**Summary:** Would require if a local agency provides any type of compensation, salary, or stipend to a member of a legislative body, or provides reimbursement for actual and necessary expenses incurred by a member of a legislative body in the performance of official duties, all local agency officials, as defined, to receive at least 2 hours of fiscal and financial training, as described. The bill would require the training to be received at least once every 2 years, as provided. The bill would exempt a local agency official from the training requirements if they comply with specified criteria under existing law relating to eligibility for appointment or election to, and continuing education for, the office of county auditor, county treasurer, county tax collector, or county treasurer-tax collector.

**Position**

**SB 792 (Smallwood-Cuevas D) State property.**

**Current Text:** Amended: 3/21/2023 [html](#) [pdf](#)

**Location:** 7/14/2023-A. 2 YEAR

**Summary:** Current law requires the Department of General Services to maintain a complete and accurate statewide inventory of all real property held by the state, to update the inventory annually, and to categorize that inventory by agency and geographical location. This inventory is required to include specified information furnished by state agencies and the University of California. This bill would require that this inventory be completed and updated by January 1 of each year.

**Position**

**[SB 834](#) ([Portantino D](#)) **Vehicles: preferential parking: residential, commercial, or other development project.****

**Current Text:** Amended: 2/22/2024 [html](#) [pdf](#)

**Location:** 2/29/2024-A. RLS.

**Summary:** Current law authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for parking, and permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities. Current law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined. Current law, notwithstanding the above-described prohibition, authorizes a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if specified conditions are met. Current law authorizes a local authority to authorize preferential parking for designated groups to park on specified streets if the local authority determines that use of the permits will not adversely affect parking conditions for residents and merchants in the area. This bill would prohibit a local authority from issuing any permit conferring preferential parking privileges to any residents or vendors of any developments within 1/2 mile of public transit and exempt from parking minimums. The bill would require the local authority to revise the boundaries of any such preferential parking district to exclude those developments from its boundaries. The bill would make related findings and declarations, and state that it is the intent of the Legislature to discourage car use by incentivizing development near public transit.

**Position**

**[SB 867](#) ([Allen D](#)) **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.****

**Current Text:** Amended: 6/22/2023 [html](#) [pdf](#)

**Location:** 6/20/2023-A. NAT. RES.

**Summary:** Would enact the Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,500,000,000 pursuant to the State General Obligation Bond Law to finance projects for drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate smart agriculture, park creation and outdoor access, and clean energy programs.

**Position**

**[SB 892](#) ([Padilla D](#)) **Public contracts: automated decision systems: AI risk management standards.****

**Current Text:** Amended: 4/10/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. P. & C.P.

**Summary:** Would require the Department of Technology to develop and adopt regulations to create an artificial intelligence (AI) risk management standard, consistent with specified publications regarding AI risk management, and in accordance with the rulemaking provisions of the Administrative Procedure Act. The bill would require the AI risk management standard to include, among other things, a detailed risk assessment procedure for procuring automated decision systems (ADS), as defined, that analyzes specified characteristics of the ADS, methods for appropriate risk controls, as provided, and adverse incident monitoring procedures. The bill would require the department to collaborate with specified organizations to develop the AI risk management standard.

**Position**

**[SB 893](#) ([Padilla D](#)) **California Artificial Intelligence Research Hub.****

**Current Text:** Amended: 3/19/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. P. & C.P.

**Summary:** Would require the Government Operations Agency, the Governor's Office of Business and Economic Development, and the Department of Technology to collaborate to establish the California Artificial Intelligence Research Hub (hub) in the Government Operations Agency, as prescribed. The bill would require the hub to serve as a centralized entity to facilitate collaboration between government agencies, academic institutions, and private sector partners to advance artificial intelligence research and development that seeks to harness the technology's full potential for public benefit while

safeguarding privacy, advancing security, and addressing risks and potential harms to society, as prescribed.

**Position**

**SB 898 (Skinner D) Criminal procedure: sexual assault resentencing.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. TRANS.

**Summary:** Current law authorizes the Secretary of the Department of Corrections and Rehabilitation, under specified guidelines, to grant up to 12 additional months of reduction of a sentence to a prisoner who has performed a heroic act in a life-threatening situation or who has provided exceptional assistance in maintaining the safety and security of a prison. This bill would authorize the secretary to grant up to 12 additional months of reduction of a sentence to a prisoner who has been a victim of sexual assault while incarcerated.

**Position**

**SB 908 (Cortese D) Fentanyl: child deaths.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-A. APPR.

**Summary:** The State Department of Public Health administers the California Overdose Surveillance Dashboard that provides data on state- and local-level drug-related overdose outcomes for California, including, among other data, the number of deaths related to fentanyl overdoses. Current law require the department to update the dashboard to reflect additional information, as specified. This bill would require the department to use best efforts to utilize all of its relevant data regarding overdoses in the state to monitor and identify current trends of fentanyl-related deaths of children 0 to 5 years of age, inclusive. The bill would require the department to develop guidance and spread awareness of the trends to protect and prevent children from fentanyl exposure. The bill would require the department, on or before June 1, 2025, to annually distribute its findings and guidance to local health departments county boards of supervisors, and the Legislature. The bill would repeal these provisions on January 1 2031.

**Position**

**SB 910 (Umberg D) Treatment court program standards.**

**Current Text:** Amended: 6/6/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. PUB. S.

**Summary:** Current law states the intent of the Legislature that drug court programs be designed and operated in accordance with specified standards developed by the National Association of Drug Court Professionals and Drug Court Standards Committee. Current law further states the intent of the Legislature that key programs of the drug court programs include, among other things, integration by drug courts of alcohol and other drug treatment services. This bill would instead require, for counties and courts that opt to have treatment court programs, that the treatment court programs be designed and operated in accordance with state and national guidelines incorporating the "Adult Treatment Court Best Practice Standards" developed by All Rise. The bill would revise the above-described statement of legislative intent regarding key components to be included in treatment court programs, including requiring a system of incentives, sanctions, and service adjustments to achieve participant success.

**Position**

**SB 915 (Cortese D) Local government: autonomous vehicle service.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Current law authorizes an autonomous vehicle, as defined, to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if certain requirements are met, including that the vehicle is being operated solely by employees, contractors, or other persons designated by the manufacturer. Current law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles containing certain certifications regarding safety and other technological requirements and the department approves that application pursuant to adopted regulations. Current law, commencing January 1, 2030, and to the extent authorized by federal law, prohibits the operation of certain new autonomous vehicles that are not zero-emission vehicles, as defined. This bill would authorize a city with a population of 250,000 or greater that an autonomous vehicle service, as defined, has received authorization by the Department of Motor Vehicles, the Public Utilities Commission, or any other applicable state agency to operate, to protect the public health, safety, and welfare by enacting an ordinance in regard to autonomous vehicle services within that

jurisdiction. The bill would require each city that enacts an ordinance to include certain provisions within that ordinance. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program that includes, among other things, the establishment of reasonable vehicle caps and hours of service restrictions. The bill would authorize a city with a population of less than 250,000 that shares a border or is contiguous to a city that has enacted an autonomous vehicle services ordinance to enact an ordinance substantially consistent with that autonomous vehicle services ordinance.

**Position**

**SB 917**

**(Skinner D) Budget Act of 2024.**

**Current Text:** Introduced: 1/10/2024 [html](#) [pdf](#)

**Location:** 1/10/2024-S. BUDGET & F.R.

**Summary:** Would make appropriations for the support of state government for the 2024–25 fiscal year.

**Position**

**SB 924**

**(Bradford D) Tenancy: credit reporting: lower income households.**

**Current Text:** Amended: 4/16/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-A. APPR.

**Summary:** Current law requires a landlord of an assisted housing development, as defined, to offer tenants obligated on the lease of units in the development the option of having their rental payments reported to at least one consumer reporting agency through a written election of rent reporting, as specified. Existing law authorizes a landlord to charge a tenant that elects to have rent reported the lesser of \$10 per month or the actual cost to the landlord to provide the service, as specified. Current law requires the Department of Financial Protection and Innovation to select an independent evaluator and requires the evaluator to report annually on the impact of these provisions, as specified. Current law repeals these provisions on January 1, 2025. This bill would permit a landlord, upon the agreement of the tenant, to provide the offer of rent reporting to the tenant by first-class United States mail or email.

**Position**

**SB 925**

**(Wiener D) City and County of San Francisco: merchandising sales.**

**Current Text:** Amended: 6/3/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. L. GOV.

**Summary:** Under current law, knowingly buying or receiving stolen property or property that has been obtained in any manner constituting theft or extortion, as specified, is punishable as either a misdemeanor or a felony if the value of the property exceeds \$950. Current law authorizes a local authority to, by ordinance or resolution, adopt requirements regulating the time, place, and manner of sidewalk vending if the requirements are directly related to objective health, safety, or welfare concerns. Current law prohibits a local authority from regulating sidewalk vendors, except in accordance with certain provisions. This bill would authorize the City and County of San Francisco to adopt an ordinance prohibiting the sale of specified merchandise on public property without a permit, if the ordinance includes specified written findings, including, among other things, that there has been a significant pattern of merchandise being the subject of retail theft and then appearing for sale on public property within the City and County of San Francisco. The bill would require an ordinance adopted by the City and County of San Francisco to, among other things, identify a local permitting agency that is responsible for administering a permit system. The bill would authorize the ordinance to provide that selling merchandise without a permit is punishable as an infraction, and that subsequent violations after 2 prior convictions is an infraction or a misdemeanor punishable by imprisonment in the county jail not exceeding 6 months.

**Position**

**SB 930**

**(Laird D) Memorial highways: Memorial Highway Signage Fund.**

**Current Text:** Amended: 4/25/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. TRANS.

**Summary:** Would establish the Memorial Highway Signage Fund in the State Treasury and would make moneys in the fund available, upon appropriation by the Legislature, to the department for the department's costs in erecting signage for memorial highway designations identified in the appropriation that memorialize individuals who have promoted racial and gender equity.

**Position**

[SB 934](#)

**(Gonzalez D) Zero-emission freight infrastructure: interagency coordination: report.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Current law requires the California Transportation Commission to develop the Clean Freight Corridor Efficiency Assessment, in coordination with other state agencies, with the goal of identifying freight corridors, or segments of freight corridors, and infrastructure needed to support the deployment of zero-emission medium- and heavy-duty vehicles, as specified. Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), working with specified state agencies, to prepare a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030, and of reducing the emissions of greenhouse gases to 40% below 1990 levels by 2030. This bill would require the California Transportation Commission and the Energy Commission to jointly convene the Zero-Emission Freight Central Delivery Team, composed of representatives from various state agencies, to lead the statewide coordination of zero-emission freight infrastructure planning and implementation, including carrying out specified actions.

**Position**

[SB 936](#)

**(Seyarto R) Office of Planning and Research: study: road safety projects.**

**Current Text:** Amended: 5/20/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Would require Office of Planning and Research (OPR), in coordination with the Department of Transportation, to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions and crash exposure, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require OPR to post the study on its internet website on or before January 1, 2026.

**Position**

[SB 937](#)

**(Wiener D) Development projects: permits and other entitlements: fees and charges.**

**Current Text:** Amended: 4/8/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. L. GOV.

**Summary:** The Permit Streamlining Act, among other things, requires a public agency that is the lead agency for a development project to approve or disapprove that project within specified time periods. Current law extended by 18 months the period for the expiration, effectuation, or utilization of a housing entitlement, as defined, that was issued before, and was in effect on, March 4, 2020, and that would expire before December 31, 2021, except as specified. Current law provides that if the state or a local agency extended the otherwise applicable time for the expiration, effectuation, or utilization of a housing entitlement for not less than 18 months, as specified, that housing entitlement would not be extended an additional 18 months pursuant to these provisions. This bill would extend by 24 months the period for the expiration, effectuation, or utilization of a housing entitlement, entitlement for a priority residential development project, as those terms are defined, that was issued before January 1, 2024, and that will expire before December 31, 2025, except as specified. The bill would toll this 24-month extension during any time that the housing entitlement is the subject of a legal challenge. By adding to the duties of local officials with respect to housing entitlements, this bill would impose a state-mandated local program. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

**Position**

[SB 941](#)

**(Skinner D) California Global Warming Solutions Act of 2006: scoping plan: industrial sources of emissions.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, in its next update to the scoping plan, to include a discussion of industrial sources of emissions of greenhouse gases for which there are zero-emission alternatives currently technologically available and a discussion of industrial sources of emissions of greenhouse gases for which there are no zero-emission alternatives currently technologically available.

**Position**

**[SB 945](#) (Alvarado-Gil D) The Wildfire Smoke and Health Outcomes Data Act.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. HEALTH

**Summary:** Current law requires the State Department of Public Health, in consultation with specified stakeholders, to develop a plan, addressing specified issues, with recommendations and guidelines for counties to use in the case of a significant air quality event caused by wildfires or other sources. This bill, the Wildfire Smoke and Health Outcomes Data Act, would require the State Department of Public Health, in consultation with the Department of Forestry and Fire Protection and the Wildfire and Forest Resilience Task Force, to create, operate, and maintain a statewide integrated wildfire smoke and health data platform no later than July 1, 2026, that, among other things, would integrate wildfire smoke and health data from multiple databases. Under the bill, the purposes for the data platform would include providing adequate information to understand the negative health impacts on California's population caused by wildfire smoke and evaluating the effectiveness of investments in forest health and wildfire mitigation on health outcomes in California.

**Position**

**[SB 946](#) (McGuire D) Personal Income Tax Law: Corporation Tax Law: exclusions: wildfire mitigation payments.**

**Current Text:** Amended: 4/29/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. REV. & TAX

**Summary:** The Personal Income Tax Law and the Corporation Tax Law, in conformity with federal income tax law, generally defines gross income as income from whatever source derived, except as specifically excluded, and provides various exclusions from gross income. This bill would, for taxable years beginning on or after January 1, 2024, and before January 1, 2029, provide an exclusion from gross income for amounts received by a qualified taxpayer, as defined, as a California qualified wildfire loss mitigation payment, as defined.

**Position**

**[SB 951](#) (Wiener D) California Coastal Act of 1976: coastal zone: coastal development.**

**Current Text:** Amended: 6/5/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** Current law requires a city or county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, among other things. Current law requires the housing element to contain an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. Current law requires rezoning, including adoption of minimum density and development standards, as specified, when an inventory of sites does not identify adequate sites to accommodate the need for groups of specified household income levels. This bill would, for a jurisdiction within the coastal zone that has not identified adequate sites to accommodate the locality's housing need for a designated income level, require completion of any necessary local coastal program amendments related to land use designations, changes in intensity of land use, zoning ordinances, or zoning district maps, as specified.

**Position**

**[SB 952](#) (Dahle R) Personal income taxes: Fire Safe Home Tax Credits Act.**

**Current Text:** Amended: 4/4/2024 [html](#) [pdf](#)

**Location:** 5/13/2024-S. APPR. SUSPENSE FILE

**Summary:** Would allow credits against the tax imposed by the Personal Income Tax Law for each taxable year beginning on or after January 1, 2025, and before January 1, 2030, to a qualified taxpayer for qualified costs relating to qualified home hardening, as defined, and for qualified costs relating to qualified vegetation management, as defined, in specified amounts, not to exceed an aggregate amount of \$500,000,000 per taxable year

**Position**

**[SB 957](#) (Wiener D) Data collection: sexual orientation and gender identity.**

**Current Text:** Introduced: 1/22/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. HEALTH

**Summary:** The Lesbian, Gay, Bisexual, and Transgender Disparities Reduction Act requires the State Department of Public Health, among other specified state entities, in the course of collecting demographic data directly or by contract as to the ancestry or ethnic origin of Californians, to collect

voluntary self-identification information pertaining to sexual orientation, gender identity, and intersexuality. Current law, as an exception to the provision above, authorizes those state entities, instead of requiring them, to collect the demographic data under either of the following circumstances: (a) pursuant to federal programs or surveys, whereby the guidelines for demographic data collection categories are defined by the federal program or survey; or (b) demographic data are collected by other entities, including other state agencies, surveys administered by third-party entities and the state department is not the sole funder, or third-party entities that provide aggregated data to a state department. This bill, notwithstanding the exception above, would require the State Department of Public Health to collect the demographic data from third parties, including, but not limited to, local health jurisdictions, on any forms or electronic data systems, unless prohibited by federal or state law

**Position**

**SB 960 (Wiener D) Transportation: planning: complete streets facilities: transit priority projects.**

**Current Text:** Amended: 5/17/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would require all transportation projects funded or overseen by the department to provide complete streets facilities, except as specified.

**Position**

**SB 961 (Wiener D) Vehicles: safety equipment.**

**Current Text:** Amended: 5/8/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Current law prohibits a person from driving a vehicle upon a highway at a speed greater than the speed limit. Current law also prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed that endangers the safety of persons or property. This bill would require 50% of certain vehicles, commencing with the 2029 model year, to be equipped with a passive intelligent speed assistance system, as specified, that would utilize a brief, one-time, visual and audio signal to alert the driver each time the speed of the vehicle is more than 10 miles per hour over the speed limit.

**Position**

**SB 969 (Wiener D) Alcoholic beverages: entertainment zones: consumption.**

**Current Text:** Introduced: 1/25/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. G.O.

**Summary:** The Alcoholic Beverage Control Act contains various provisions regulating the application for, the issuance of, the suspension of, and the conditions imposed upon alcoholic beverage licenses by the Department of Alcoholic Beverage Control. Current law defines "entertainment zone" for purposes of the act as a zone created by ordinance on or after January 1, 2024, in the City and County of San Francisco, that authorizes consumption of one or more types of alcoholic beverages on public streets, sidewalks, or public rights-of-way adjacent to and during a special event permitted or licensed by the department. Current law authorizes the City and County of San Francisco to establish an entertainment zone, subject to certain requirements, including providing specified information relating to the entertainment zone to the department and establishing a process or procedure by which persons in possession of alcoholic beverages in the entertainment zone may be readily identifiable as being 21 years of age or older. This bill would, instead, define "entertainment zone" as a zone created by a city, county, or city and county ordinance on or after January 1, 2025, that authorizes consumption of one or more types of alcoholic beverages on public streets, sidewalks, or public rights-of-way. The bill would additionally authorize any city, county, or city and county to establish an entertainment zone subject to the above-described requirements.

**Position**

**SB 972 (Min D) Methane emissions: organic waste: landfills.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** Current law requires the State Air Resources Board to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state and to achieve a reduction in specified emissions, including methane, as provided. Current law requires the methane reduction goals to include a 75% reduction target from the 2014 level by 2025. Current law requires the Department of Resources Recycling and Recovery, in consultation with the state board, to



adopt regulations, as provided, that achieve the targets for reducing organic waste in landfills. This bill would require the department to provide procedures for local jurisdictions to request technical assistance regarding organic waste and methane reduction requirements from the department, to post those procedures on its internet website, and to provide that technical assistance, as specified.

**Position**

**SB 974 (Grove R) Lithium Extraction Tax: fund distribution.**

**Current Text:** Amended: 4/2/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. REV. & TAX

**Summary:** The Lithium Extraction Tax Law imposes a lithium extraction excise tax upon each metric ton of lithium carbonate equivalent extracted from geothermal fluid, spodumene ore, rock, minerals, clay, or any other naturally occurring substance in this state, as specified. Current law requires the California Department of Tax and Fee Administration to administer and collect the tax and requires all collected revenues, less refunds and reimbursement to the department for administrative expenses, to be deposited into the Lithium Extraction Excise Tax Fund and disbursed in the manner prescribed. Current law requires 80% of the moneys in the Lithium Extraction Excise Tax Fund to be disbursed by the Controller to all counties in proportion to the amounts collected for lithium extraction within each county, as specified, and 20% of the moneys to be deposited into the Salton Sea Lithium Fund. This bill would, instead of depositing 20% of the moneys in the Lithium Extraction Excise Tax Fund into the Salton Sea Lithium Fund, deposit 20% of the revenues collected in the County of Imperial into the Salton Sea Lithium Fund, and disburse 20% of the revenues collected in every other county to that county for distribution to communities in that county that are the most impacted by the lithium extraction activities.

**Position**

**SB 983 (Wahab D) Energy: gasoline stations and alternative fuel infrastructure.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. U. & E.

**Summary:** Would require the State Energy Resources Conservation and Development Commission, upon appropriation by the Legislature, to form the Alternative Fuels Infrastructure Taskforce to conduct a study on retail gasoline fueling stations and alternative fuels infrastructure, as provided. The bill would require the taskforce, on or before January 1, 2027, to submit to the Legislature a report on the study with recommendations.

**Position**

**SB 984 (Wahab D) Public agencies: project labor agreements.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. L. & E.

**Summary:** Current law authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement, as defined, for a construction project, if the agreement includes specified taxpayer protection provisions. This bill would require a state agency, by January 1, 2027, to identify and select a minimum of 3 major state construction projects that are required to be governed by a project labor agreement, as specified, and would define various terms for these purposes. The bill would require the Department of General Services, commencing January 1, 2029, to report to the Legislature about the use of project labor agreements, the advancement of community benefit goals, and apprenticeships, as specified. The bill would also make a related statement of legislative findings and declarations.

**Position**

**SB 994 (Roth D) Local government: joint powers authority: transfer of authority.**

**Current Text:** Amended: 3/19/2024 [html](#) [pdf](#)

**Location:** 6/5/2024-A. CONSENT CALENDAR

**Summary:** The Joint Exercise of Powers Act authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Current law authorizes the agreement to set forth the manner by which the joint powers authority will be governed. This bill would, for purposes of streamlining the return of land use authority from the March Joint Powers Authority to the County of Riverside and ensuring the continued maintenance of public infrastructure, authorize the authority to transfer jurisdiction over any landscaping and lighting maintenance districts and any community facilities districts, as specified.

**Position**

**[SB 1000](#)**

**(Ashby D) Connected devices: device protection requests.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. P. & C.P.

**Summary:** Current law authorizes a court to issue a restraining order to a person to prevent abuse, as specified, based on reasonable proof of a past act or acts of abuse. Current law requires a manufacturer of a connected device to equip the device with a reasonable security feature or features that are appropriate to the nature and function of the device, appropriate to the information it may collect, contain, or transmit, and designed to protect the device and information contained in the device from unauthorized access, destruction, use, modification, or disclosure. This bill would, commencing January 1, 2026, require an account manager, as defined, to deny a person access to a connected device commencing no later than 2 days after a device protection request is submitted to the account manager, as provided, and would set forth the requirements on an account manager to make information about requests and the request process available. The bill would require a device protection request to include verification of the requester’s exclusive legal possession or control of the connected device, as specified, and identification of the connected device and the person that the requester seeks to deny access to.

**Position**

**[SB 1014](#)**

**(Dodd D) Wildfire safety: The California Wildfire Mitigation Strategic Planning Act.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-A. NAT. RES.

**Summary:** Current law makes the Deputy Director of Community Wildfire Preparedness and Mitigation responsible for fire preparedness and mitigation missions of the Department of Forestry and Fire Protection, as provided. This bill would require the deputy director, on or before January 1, 2026, and every 3 years thereafter, to prepare a Wildfire Risk Mitigation Planning Framework sufficient to quantitatively evaluate wildfire risk mitigation actions, as provided. The bill would require the framework to allow for geospatial evaluation and comparison of wildfire risk mitigation actions, as defined, sufficient to direct coordinated mitigation efforts and long-term collaborative mitigation.

**Position**

**[SB 1016](#)**

**(Gonzalez D) Latino and Indigenous Disparities Reduction Act.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. HEALTH

**Summary:** Current law requires state agencies, boards, and commissions, in the course of collecting demographic data as to the ancestry or ethnic origin of Californians, to use separate collection categories and tabulations for certain groups, as specified. Current federal law imposes various requirements on the collection of demographic data, as provided. This bill would require the department, on or after January 1, 2027, in the course of collecting demographic data as to the ancestry or ethnic origin of California residents for any report that includes rates for major diseases and leading causes of death, as specified, to use separate collection categories and tabulations for Hispanic or Latino groups using standardized federal race and ethnicity categories from the federal Office of Management and Budget’s “Standards for Maintaining, Collecting, and Presenting Federal Data on Race and Ethnicity,” as specified.

**Position**

**[SB 1018](#)**

**(Becker D) Electricity.**

**Current Text:** Amended: 6/4/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. U. & E.

**Summary:** Under current law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. “Electrical corporation” is defined for that purpose to include every corporation or person owning, controlling, operating, or managing any electric plant for compensation within this state, except as specified. Current law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would revise the definition of “electrical corporation” to exclude a corporation or person employing certain solar or wind generating technology if the electrical energy is transmitted exclusively and directly through private electric lines to a single facility owned by a different corporation or person that uses the energy only for new load, not for departing load, and for (1) an electrolyzer technology facility that produces hydrogen from water, or (2) a facility using the electricity to provide industrial process heat, or both. This bill would require the commission, on or before July 1, 2026, in a new or existing proceeding, to evaluate and, if just and reasonable, establish a tariff for qualified self-generation projects with a generating capacity exceeding 80,000 kilowatts.

**Position**

**[SB 1022](#) (Skinner D) Enforcement of civil rights.**

**Current Text:** Amended: 4/11/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. JUD.

**Summary:** The California Fair Employment and Housing Act (FEHA) makes certain discriminatory employment and housing practices unlawful, and authorizes a person claiming to be aggrieved by an alleged unlawful practice to file a verified complaint with the department. The FEHA requires the Civil Rights Department to make an investigation in connection with a filed complaint alleging facts sufficient to constitute a violation of the FEHA, and requires the department to endeavor to eliminate the unlawful practice by conference, conciliation, and persuasion. Existing law defines terms for purposes of these provisions, in connection with unlawful practices, as specified. This bill would define the term "group or class complaint" for these provisions to include any complaint alleging a pattern or practice.

**Position**

**[SB 1032](#) (Padilla D) Housing finance: portfolio restructuring: loan forgiveness.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. H. & C.D.

**Summary:** Current law establishes various rental housing finance programs administered by the Department of Housing and Community Development. Current law authorizes the department to monitor and fund various multifamily housing loans. With respect to these programs and loans, existing law authorizes the department to approve an extension of a department loan, the reinstatement of a qualifying unpaid matured loan, the subordination of a department loan to new debt, or an investment of tax credit equity pursuant to specified rental housing finance programs and multifamily housing loans administered, monitored, or funded by the department, subject to specified requirements. This bill would additionally authorize the department to forgive the full amount of the principal, interest, fees, and other outstanding balances of the above-described loans if the borrower makes specified showings.

**Position**

**[SB 1034](#) (Seyarto R) California Public Records Act: state of emergency.**

**Current Text:** Amended: 6/5/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-A. APPR.

**Summary:** The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Current law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include certain circumstances. This bill would revise the unusual circumstances under which the time limit may be extended to include the need to search for, collect, and appropriately examine records during a state of emergency, as defined proclaimed by the Governor in the jurisdiction where the agency is located when the state of emergency currently affects, due to the state of emergency, the agency's ability to timely respond to requests due to staffing shortages or closure of facilities where the requested records are located, except as specified.

**Position**

**[SB 1036](#) (Limón D) Voluntary carbon offsets: business regulation.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** Current law requires business entities that are marketing or selling voluntary carbon offsets, as defined, within the state, and other entities engaging in specified activities relating to voluntary carbon offsets, to disclose on their internet websites certain information relating to those voluntary carbon offsets, as specified. Under current law, a violation of those disclosure requirements is subject to a civil penalty. This bill would make it unlawful for a person to certify or issue a voluntary carbon offset, to maintain on a registry a voluntary carbon offset, or to market, make available or offer for sale, or sell a voluntary carbon offset if the person knows or should know that the greenhouse gas reductions or greenhouse gas removal enhancements of the offset project related to the voluntary carbon offset are unlikely to be quantifiable, real, and additional.

**Position**

**[SB 1037](#) (Wiener D) Planning and zoning: housing element: enforcement.**

**Current Text:** Amended: 4/25/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. H. & C.D.

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The Planning and Zoning Law requires the Department of Housing and Community Development (HCD) to determine whether the housing element is in substantial compliance with specified provisions of that law. The Planning and Zoning Law requires HCD to notify a city, county, or city and county, and authorizes HCD to notify the office of the Attorney General, that the city, county, or city and county is in violation of state law if the local government has taken action in violation of specified provisions of law. The Planning and Zoning Law also requires, among other things, that an application for a housing development be subject to a specified streamlined, ministerial approval process if the development satisfies certain objective planning standards. This bill, in any action brought by the Attorney General, on behalf of HCD or in an independent capacity, to enforce the adoption of housing element revisions, as specified, or to enforce any state law that requires a city, county, or local agency to ministerially approve any land use decision or permitting application for a housing development project, as specified, would subject the city, county, or local agency to specified remedies, including a civil penalty of, at minimum, \$10,000 per month, and not exceeding \$50,000 per month, for each violation, as specified. The bill would require that the penalties set forth in its provisions only apply when local land use decisions or actions are arbitrary, capricious, entirely lacking in evidentiary support, contrary to established public policy, unlawful, or procedurally unfair. The bill would require these civil penalties, as specified, to be deposited into the Building Homes and Jobs Trust Fund for the sole purpose of supporting the development of affordable housing located in the affected jurisdiction, except as provided, and would require that expenditure of any penalty moneys deposited into the fund under these provisions be subject to appropriation by the Legislature.

**Position**

**SB 1045 (Blakespear D) Composting facilities: zoning.**

**Current Text:** Amended: 4/29/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** The California Integrated Waste Management Act of 1989 establishes the Department of Resources Recycling and Recovery to administer an integrated waste management program. Current law establishes a goal that statewide landfill disposal of organic waste be reduced from the 2014 level by 75% by 2025. This bill, on or before June 1, 2026, would require the Office of Planning and Research, in consultation with the Department of Resources Recycling and Recovery, to develop and post on the office's internet website, a technical advisory, as provided, reflecting best practices to facilitate the siting of composting facilities to meet the organic waste reduction goals. The bill would require the office to consult with specified entities throughout the development of the technical advisory.

**Position**

**SB 1046 (Laird D) Organic waste reduction: program environmental impact report: small and medium compostable material handling facilities or operations.**

**Current Text:** Amended: 4/9/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-A. APPR.

**Summary:** Would require the Department of Resources Recycling and Recovery to prepare and certify, by January 1, 2027, a program environmental impact report that streamlines the process with which jurisdictions can develop and site small and medium compostable material handling facilities or operations, as defined, for processing organic waste, as specified.

**Position**

**SB 1053 (Blakespear D) Solid waste: reusable grocery bags: standards: plastic film prohibition.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** Current law prohibits a store, as defined, from providing a single-use carryout bag, as defined, to a customer, with specified exceptions, including an exemption for bags used to contain unwrapped food. Current law requires a reusable grocery bag sold by a store to a customer at the point of sale to be made by a certified reusable grocery bag producer and to meet specified requirements with regard to the bag's durability, material, labeling, heavy metal content, and, with regard to reusable grocery bags made from plastic film, recycled material content. Existing law prohibits a producer of reusable grocery bags made from plastic film from selling or distributing those bags unless the producer is certified by a third-party certification entity, and provides proof of that certification and a certification fee to the department, as specified. Current law also prohibits a store from selling or distributing a recycled paper bag at the point of sale unless the store makes that bag available for purchase for not less than \$0.10. Current law defines "recycled paper bag," in part, as a paper carryout bag that contains a minimum of 40% postconsumer recycled materials, except as provided, and meets other requirements. Current law allows a retail establishment to voluntarily comply with these requirements, if the retail establishment provides the department with irrevocable

notice. This bill would, commencing January 1, 2026, revise and recast those provisions to, among other things, revise the single-use carryout bag exception to include a bag provided to a customer before the customer reaches the point of sale, that is designed to protect a purchased item from damaging or contaminating other purchased items in a checkout bag, or to contain an unwrapped food item, as specified.

**Position**

**SB 1054 (Rubio D) Natural gas: customer credit.**

**Current Text:** Amended: 5/20/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. U. & E.

**Summary:** The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating those emissions. The implementing regulations adopted by the state board provide for the direct allocation of greenhouse gas allowances to electrical corporations and gas corporations pursuant to a market-based compliance mechanism. This bill would require the Public Utilities Commission to direct the balance of the revenues received by a gas corporation as a result of that allocation to be credited directly to the residential customers of the gas corporation, as specified.

**Position**

**SB 1060 (Becker D) Property insurance underwriting: risk models.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. INS.

**Summary:** Would, if a property insurer uses risk models for underwriting purposes, authorize the models to account for wildfire risk reduction associated with hazardous fuel reduction, home hardening, defensible space, and fire prevention activities. The bill would require an insurer using risk models for underwriting purposes, as specified, beginning January 15, 2026, and on or before each January 15 thereafter, to provide to the department information necessary to ensure compliance with those risk model requirements, as specified. The bill would make related findings and declarations and would state the intent of the Legislature to do specified actions, including ensuring that actions taken to reduce wildfire risks and associated property losses are considered by property insurers in their underwriting evaluations by requiring that any models used for underwriting account for the identified categories of risk mitigation.

**Position**

**SB 1062 (Dahle R) Energy: conversion of biomass energy generation facilities.**

**Current Text:** Amended: 4/29/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. U. & E.

**Summary:** Current law establishes the Agricultural Biomass Utilization Account in the Department of Food and Agricultural Fund, which is administered by the Department of Food and Agriculture, in consultation with the State Air Resources Board and the Department of Resources Recycling and Recovery, for purposes of providing grants to persons that use agricultural biomass as a means for avoiding landfill use, preventing air pollution, and enhancing environmental quality. This bill would require the Department of Conservation to develop the Biomass Technology Transition Program to support the conversion of biomass generation facilities using traditional combustion technologies to newer advanced bioenergy technology facilities that result in reductions in the emissions of criteria pollutants, toxic air contaminants, and greenhouse gases. The bill would require the department, on or before December 1, 2025, to identify generation facilities with a generation capacity of 10 megawatts or greater that uses, or are in the process of recommissioning or the redevelopment of those facilities to use, forest biomass waste, as defined, and the operators of those facilities have demonstrated to the department their sincere interest, to the satisfaction of the department, in converting the facilities to advanced bioenergy technologies that result in a reduction in emissions of criteria pollutants, toxic air contaminants, and greenhouse gases.

**Position**

**SB 1066 (Blakespear D) Hazardous waste: marine flares: producer responsibility.**

**Current Text:** Amended: 4/18/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. E.S. & T.M.

**Summary:** Under current law, as part of the hazardous waste control laws, the Department of Toxic Substances Control (DTSC) generally regulates the management and handling of hazardous waste and hazardous materials. This bill would create a producer responsibility program for marine flares. The bill would define "covered product" to mean a pyrotechnic device that produces a brilliant light or a plume of colorful smoke as a visual distress signal on marine vessels to attract attention and pinpoint

a boater's location in an emergency. The bill would require a producer of a covered product to register with a producer responsibility organization (PRO), which would be required to develop and implement a producer responsibility plan for the collection, transportation, and the safe and proper management of covered products.

**Position**

**SB 1072 (Padilla D) Local government: Proposition 218: remedies.**

**Current Text:** Amended: 4/24/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. L. GOV.

**Summary:** The California Constitution sets forth various requirements for the imposition of local taxes. The California Constitution excludes from classification as a tax assessments and property-related fee imposed in accordance with provisions of the California Constitution that establish requirements for those assessments and property-related fees. Under these requirements, an assessment is prohibited from being imposed on any parcel if it exceeds the reasonable cost of the proportional special benefit conferred on that parcel, and a fee or charge imposed on any parcel or person as an incident of property ownership is prohibited from exceeding the proportional cost of the service attributable to the parcel. Current law, known as the Proposition 218 Omnibus Implementation Act, prescribes specific procedures and parameters for local compliance with the requirements of the California Constitution for assessments and property-related fees. This bill would require a local agency, if a court determines that a fee or charge for a property-related service, as specified, violates the above-described provisions of the California Constitution relating to fees and charges, to credit the amount of the fee or charge attributable to the violation against the amount of the revenues required to provide the property-related service, unless a refund is explicitly provided for by statute.

**Position**

**SB 1077 (Blakespear D) Coastal resources: local coastal program: amendments: accessory and junior accessory dwelling units.**

**Current Text:** Amended: 5/20/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** The California Coastal Act of 1976 establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission to adopt, after public hearing, procedures for the preparation, submission, approval, appeal, certification, and amendment of a local coastal program, as provided. The Planning and Zoning Law authorizes a local agency to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Current law also authorizes a local agency to provide for the creation of junior accessory dwelling units in single-family residential zones, as specified. Current law authorizes the Department of Housing and Community Development to review, adopt, amend, or repeal guidelines to implement uniform standards or criteria that supplement or clarify certain statutory terms, references, and standards related to accessory dwelling units. This bill would require, by an unspecified date, the commission, in coordination with the department, to coordinate to develop and provide guidance for local governments to facilitate the preparation of amendments to a local coastal program to clarify and simplify the permitting process for accessory dwelling units and junior accessory dwelling units within the coastal zone.

**Position**

**SB 1079 (Menjivar D) Youth Housing Bond Act of 2024.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. H. & C.D.

**Summary:** Would enact the Youth Housing Bond Act of 2024 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$1,000,000,000 pursuant to the State General Obligation Bond Law to finance the Youth Housing Program, established as part of the bond act. The bill, as a part of the program, would require the Department of Housing and Community Development to make awards to local agencies, nonprofit organizations, and joint ventures for the purpose of acquiring, renovating, constructing, and purchasing equipment for youth centers or youth housing, as those terms are defined.

**Position**

**SB 1081 (Archuleta D) Vehicles: driver's license: selective service.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Current law establishes the practices and procedures for the issuance of an original or a renewal of a driver's license. The federal Military Selective Service Act requires specified persons to register with the United States Selective Service System. This bill would, commencing at the completion

of the Digital eXperience Platform Project or on January 1, 2027, whichever is later, require a person who is required to be registered under the federal act and who submits an application for a driver's license, identification card, or renewal to be deemed to have consented to registration with the United States Selective Service System, as provided. The bill would require the Department of Motor Vehicles to include specified notices on an application for a driver's license, identification card, or renewal and would require the department to forward the necessary personal information required for registration to the United States Selective Service System in an electronic format.

**Position**

**SB 1090 (Durazo D) Unemployment insurance: disability and paid family leave: claim administration.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. INS.

**Summary:** Current unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, for purposes of compensating in part for the wage loss sustained by any individual who is unable to work due to the employee's own sickness or injury, among other reasons. Current law sets forth standards for eligibility to receive unemployment compensation disability benefits. Current law requires, for purposes of unemployment compensation disability benefits, the Employment Development Department to issue the initial payment for unemployment compensation disability benefits to a monetarily eligible claimant who is otherwise determined eligible by the department within 14 days of receipt of the claimant's properly completed first disability claim. Current law provides for purposes of the paid family leave program that eligible workers shall receive benefits generally in accordance with unemployment and disability compensation law. This bill would instead require, for purposes of unemployment compensation disability benefits, the issuance of the initial payment for those benefits within 14 days of receipt of the claimant's properly completed first disability claim or as soon as eligibility begins, whichever is later. The bill would apply the same initial payment issuance schedule applicable to unemployment compensation disability benefits to the paid family leave program and repeal the requirement that eligible workers receive benefits generally in accordance with unemployment and disability compensation law.

**Position**

**SB 1092 (Blakespear D) Coastal resources: coastal development permits: appeals: report.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** The California Coastal Act of 1976 requires anyone wishing to perform or undertake any development in the coastal zone, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit from the California Coastal Commission or a local government, as provided. The act authorizes an appeal to the commission for any action taken by a local government on coastal development permit applications, as provided. The act requires the commission to hear the appeal and establishes specified appeal procedures, as provided. This bill would require the commission, on or before December 31, 2025, to provide a report to the Legislature that provides information regarding appeal of local government coastal development permits to the commission, including, among other things, the percentage of local government coastal development permit actions that were appealed to the commission.

**Position**

**SB 1098 (Blakespear D) Passenger and freight rail: LOSSAN Rail Corridor.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Current law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Current law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. This bill would require the Secretary of Transportation to provide guidance and recommendations to, and coordination between, stakeholders as necessary to ensure the performance of the LOSSAN Rail Corridor, as specified.

**Position**

**SB 1100 (Portantino D) Discrimination: driver's license.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. L. & E.

**Summary:** Would make it an unlawful employment practice for an employer to include a statement in various employment materials that an applicant must have a driver's license unless the employer reasonably expects the duties of the position to require driving and the employer reasonably believes that satisfying that job function using an alternative form of transportation would not be comparable in travel time or cost to the employer, as specified.

**Position**

**SB 1101 (Limón D) Fire prevention: prescribed fire: state contracts: maps.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** Current law requires all contracts entered into by a state agency for the acquisition of goods or services, as specified, to be void unless and until approved by the Department of General Services. Current law requires a state agency to secure at least 3 competitive bids or proposals for each contract. Existing law establishes exceptions to these requirements for specified contracts. This bill would include in the list of exceptions a contract entered into by the Department of Forestry and Fire Protection for the purpose of providing logistical support for large-scale prescribed fire operations, as provided.

**Position**

**SB 1103 (Menjivar D) Tenancy of commercial real properties: agreements: operating costs.**

**Current Text:** Amended: 5/8/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. JUD.

**Summary:** Current law requires a landlord of a residential dwelling to give notice to the tenant a certain number of days before the effective date of a rent increase depending on the amount of the increase, as specified. This bill would apply this requirement to leases of commercial real property by a qualified commercial tenant, as defined. The bill would specify, in all leases for commercial real property by a qualified commercial tenant, that a rent increase would not be effective until the notice period required by these provisions has expired. The bill would also specify that a violation of these provisions would not entitle a qualified commercial tenant to civil penalties.

**Position**

**SB 1108 (Ochoa Bogh R) Mobilehome parks: notice of violations.**

**Current Text:** Amended: 4/11/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. H. & C.D.

**Summary:** The Mobilehome Parks Act establishes requirements for the construction, maintenance, occupancy, use, and design of mobilehome parks. Existing law generally requires the Department of Housing and Community Development to enforce the act, except that a city, county, or city and county may assume the responsibility for the enforcement of the act upon the approval of the department, as provided. Current law, until January 1, 2025, requires an enforcement agency, after conducting an inspection and determining that a violation exists, to issue a notice to correct the violation to the registered owner of the manufactured home or mobilehome and provide a copy to the occupant thereof, if different from the registered owner. Current law requires the registered owner to be responsible for the correction of any violations for which a notice of violation has been given. For violations other than imminent threats to health and safety, as provided, current law requires the notice of violation to allow 60 days from the postmarked date of the notice or date of personal delivery for the elimination of the condition constituting the alleged violation. Current law requires the department to develop a list of local agencies that have home rehabilitation or repair programs for which registered owners or occupants of manufactured homes and mobilehomes residing in mobilehome parks may be eligible, as specified. Existing law repeals these provisions on January 1, 2025. This bill would revise and recast the above-described requirements to extend their operation indefinitely.

**Position**

**SB 1110 (Ashby D) Urban retail water suppliers: informational order: conservation order.**

**Current Text:** Amended: 4/24/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. W.,P. & W.

**Summary:** Current law authorizes the State Water Resources Control Board, on and after January 1, 2024, to issue informational orders pertaining to water production, water use, and water conservation to an urban retail water supplier that does not meet its urban water use objective, as provided. This bill would instead authorize the board to issue the informational orders on and after January 1, 2026.



**Position**

**SB 1113 (Newman D) Beverage container recycling: pilot projects: extension.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** This bill would authorize recycling pilot projects to operate until January 1, 2034, and repeat those provisions on that date. By extending the time recycling pilot projects may operate, the bill would make an appropriation by increasing expenditures from a continuously appropriated fund for handling fee payments to pilot project recyclers. The bill would limit the time that a convenience zone that falls within the area of an operational, department-approved pilot project is deemed to be served to January 1, 2027.

**Position**

**SB 1116 (Portantino D) Unemployment insurance: trade disputes: eligibility for benefits.**

**Current Text:** Introduced: 2/13/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. INS.

**Summary:** Current law provides for the payment of unemployment compensation benefits and extended benefits to eligible individuals who meet specified requirements. Under current law, unemployment benefits are paid from the Unemployment Fund, which is continuously appropriated for these purposes. Current law makes an employee ineligible for benefits if the employee left work because of a trade dispute and specifies that the employee remains ineligible for the duration of the trade dispute. Existing case law holds that employees who left work due to a lockout by the employer, even if it was in anticipation of a trade dispute, are eligible for benefits. This bill would restore eligibility after the first 2 weeks for an employee who left work because of a trade dispute.

**Position**

**SB 1118 (Eggman D) Solar on Multifamily Affordable Housing Program.**

**Current Text:** Amended: 4/22/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. U. & E.

**Summary:** This bill would provide that property that is owned by a tribe is not required to be deed restricted to be eligible for the program, but is required to meet the income requirements of the program, as specified. The bill would also require a property that is owned by a tribe that is not deed restricted to have received public financing to fund affordable housing, as provided.

**Position**

**SB 1123 (Caballero D) Planning and zoning: subdivisions: ministerial review.**

**Current Text:** Amended: 4/23/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. H. & C.D.

**Summary:** Current law, known as the Starter Home Revitalization Act of 2021, among other things, requires a local agency to ministerially consider, without discretionary review or a hearing, a parcel map or a tentative and final map for a housing development project that meets certain requirements, including that the housing development project on the lot proposed to be subdivided will contain 10 or fewer residential units, is zoned for multifamily residential development, is no larger than 5 acres, as specified, and is no smaller than 600 square feet, except as provided. Current law prohibits a local agency from imposing on the housing development an objective zoning standard, objective subdivision standard, or objective design standard that, among other things, physically precludes the development of a project built to specified densities. This bill would prohibit, if a local agency chooses to permit accessory dwelling units and junior accessory dwelling units, those units from counting as residential units for purposes of the above-described requirement that a housing development project on the lot proposed to be subdivided will contain 10 or fewer residential units. The bill would remove the requirement that the lot is zoned for multifamily residential development and would instead require that the lot be either zoned for multifamily residential dwelling use or vacant and zoned for single-family residential development.

**Position**

**SB 1130 (Bradford D) Electricity: Family Electric Rate Assistance: reports.**

**Current Text:** Introduced: 2/13/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. U. & E.

**Summary:** Would require the Public Utilities Commission, by June 1, 2025, and each year thereafter, to review each electrical corporation's report to ensure it has sufficiently enrolled eligible households in the FERA program commensurate with the proportion of households the commission determines to be

eligible within the electrical corporation's service territory. If the commission, in its review of a report, determines an electrical corporation has not sufficiently enrolled eligible households in the FERA program, the bill would require the commission to require the electrical corporation to develop a strategy and plan to sufficiently enroll eligible households within 3 years of the adoption of the strategy and plan.

**Position**

**SB 1132 (Durazo D) County health officers.**

**Current Text:** Amended: 4/9/2024 [html](#) [pdf](#)

**Location:** 6/4/2024-A. PUB. S.

**Summary:** Current law requires a county or city health officer to annually investigate health and sanitary conditions in a county jail, publicly operated detention facility in the county, and private work furlough facility, as specified. Current law authorizes a county or city health officer to make additional investigations of a county jail or detention facility as they determine necessary. This bill would additionally authorize a county or city health officer to investigate a private detention facility, as defined, as they determine necessary.

**Position**

**SB 1134 (Caballero D) Surplus land.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. L. GOV.

**Summary:** Current law provides for the disposal of land owned by a local agency that is surplus and is not necessary for the agency's use. The local agency is required to declare the land either "surplus land" or "exempt surplus land," as prescribed. Current law sets forth procedures for the disposal of surplus land and provides that these procedures do not apply to exempt surplus land. Current law, for prescribed surplus land parcels developed with residential units, requires minimum percentages of residential units developed on the parcel to be sold or rented at affordable housing cost or affordable rent. This bill, with regard to surplus land, would require each parcel of land to be considered a distinct unit of surplus land, with the exception of contiguous parcels that are disposed of simultaneously to the same receiving entity or any entity working in concert with another receiving entity, which parcels the bill would require to be treated as a single unit of land.

**Position**

**SB 1135 (Limón D) Greenhouse Gas Reduction Fund: income taxes: credit.**

**Current Text:** Amended: 4/25/2024 [html](#) [pdf](#)

**Location:** 5/13/2024-S. APPR. SUSPENSE FILE

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates the annual proceeds of the fund to the various purposes. This bill, in the 2025–26 fiscal year through the 2035–36 fiscal year, would transfer 1% of the annual proceeds of the Greenhouse Gas Reduction Fund, not to exceed \$120,000,000 per fiscal year, to the California Compost Tax Credit Fund, which the bill would establish.

**Position**

**SB 1136 (Stern D) California Global Warming Solutions Act of 2006: report.**

**Current Text:** Introduced: 2/13/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 10 years. Current law requires the state board to present an informational report on the reported emissions of greenhouse gases, criteria pollutants, and toxic air contaminants from all sectors covered by the scoping plan at least once a year at a hearing of the Joint Legislative Committee on Climate Change Policies. This bill would instead require that informational report to cover topics related to the scoping plan, as directed by the Joint Legislative Committee on Climate Change Policies.

**Position**

**SB 1140 (Caballero D) Enhanced infrastructure financing district.**

**Current Text:** Amended: 3/21/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. L. GOV.

**Summary:** Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district to finance public capital facilities or other specified projects, with a governing body referred to as the public financing authority, by adopting a resolution of intention to establish the proposed district. Existing law requires the legislative body to direct the city official or county official, as applicable, selected by the legislative body, to mail a copy of the resolution to each affected taxing entity. This bill would revise and recast those provisions by, among other things requiring the public financing authority to hold a meeting and 2 public hearings, as specified. The bill would remove the requirement that annual report notices be mailed by first-class mail. This bill contains other related provisions and other existing laws.

**Position**

**SB 1143 (Allen D) Household hazardous waste: producer responsibility.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-A. NAT. RES.

**Summary:** Current law authorizes a public agency, as defined, to operate a household hazardous waste collection facility under permit from DTSC. This bill would create a producer responsibility program for products containing household hazardous waste and require a producer responsibility organization (PRO) to provide a convenient collection and management system for covered products at no cost to residents or local governments. The bill would define "covered product" to mean a product that is flammable, toxic, ignitable, corrosive, reactive, or pressurized, and that meets other specified criteria. The bill would require a producer of a covered product to register with the PRO, which would be required to develop and implement a producer responsibility plan for the collection, transportation, and the safe and proper management of covered products. The bill would require CalRecycle, in coordination with DTSC, to adopt regulations to implement the program with an effective date no earlier than July 1, 2027.

**Position**

**SB 1152 (Limón D) State Fire Marshal: fire safety: regulations: lithium-based battery systems.**

**Current Text:** Amended: 4/24/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. EMERGENCY MANAGEMENT

**Summary:** Would require the State Fire Marshal, before the next triennial edition of the California Building Standards Code adopted after January 1, 2025, to propose to the California Building Standards Commission updates to the fire standards relating to requirements for lithium-based battery systems, as provided. The bill would require these requirements for lithium-based battery systems to be consistent with the requirements for lead-acid and nickel-cadmium batteries, as provided.

**Position**

**SB 1155 (Hurtado D) Political Reform Act of 1974: postgovernment employment restrictions.**

**Current Text:** Amended: 4/18/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. ELECTIONS

**Summary:** Under current law, Members of the Legislature, elected state officers, and designated employees of state administrative agencies are subject to various restrictions on their activities following their departure from state service. This bill would, for a period of one year after leaving office prohibit the head of a state administrative agency from engaging in any activity to influence legislative or administrative action by the Legislature or a state administrative agency that would require the individual to register as a lobbyist.

**Position**

**SB 1156 (Hurtado D) Groundwater sustainability agencies: conflicts of interest: financial interest disclosures.**

**Current Text:** Amended: 4/29/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. ELECTIONS

**Summary:** Current law requires a groundwater sustainability plan to be developed and implemented for each medium- or high-priority basin by a groundwater sustainability agency. Current law authorizes any local agency or combination of local agencies overlying a groundwater basin to decide to become a groundwater sustainability agency for that basin, as provided. The Political Reform Act of 1974 prohibits a public official from making, participating in making, or attempting to use their official position to influence a governmental decision in which they know or have reason to know that they have a financial interest, as defined. The act requires specified public officials, including elected state officers, judges and court commissioners, members of certain boards and commissions, other state and local public officials, and candidates for these positions to file statements of economic interests, annually

and at other specified times, that disclose their investments, interests in real property, income, and business positions. The Fair Political Practices Commission is the filing officer for such statements filed by statewide elected officers and candidates and other specified public officials. This bill would require members of the executive team, board of directors, and other groundwater management decision makers of groundwater sustainability agencies to file statements of economic interests according to the filing requirements described above. The bill would require that these statements be filed with the Fair Political Practices Commission, and would require the commission to establish guidelines and procedures for the submission and review of the statements.

**Position**

**SB 1158 (Archuleta D) Carl Moyer Memorial Air Quality Standards Attainment Program.**

**Current Text:** Amended: 4/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Current law requires that funds be allocated under the Carl Moyer Memorial Air Quality Standards Attainment Program to local air districts for liquidation in accordance with grant criteria and guidelines adopted by the State Air Resources Board. Current law provides that any funds reserved for a local air district by the state board are available for disbursement to the district for a period of not more than 2 years from the time of reservation. Current law requires funds not liquidated by a district by June 30 of the 4th calendar year following the date of the reservation to be returned to the state board within 90 days for future allocation under the program. Beginning January 1, 2034, current law reduces the deadline for that period of liquidation to June 30 of the 2nd calendar year following the date of reservation. This bill would extend the deadline for the period of liquidation to June 30 of the 6th calendar year following the date of disbursement and would make other conforming changes.

**Position**

**SB 1159 (Dodd D) California Environmental Quality Act: roadside wildfire risk reduction projects.**

**Current Text:** Amended: 4/24/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and are exempt from the requirements of CEQA, commonly known as categorical exemptions. This bill, on or before January 1, 2026, would require the office to evaluate, and the secretary to consider, the inclusion of roadside projects no more than 5 road miles from a municipality or census-designated place that are undertaken solely for the purpose of wildfire risk reduction in the classes of projects subject to a categorical exemption. The bill would require the office to consider appropriate eligibility criteria for these projects, as specified.

**Position**

**SB 1162 (Cortese D) Public contracts: employment compliance reports and payroll records: workers' dates of birth.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. L. & E.

**Summary:** Current law establishes requirements that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project. Current law requires the enforceable commitment to provide that the contractor, bidder, or other entity will provide to the public entity or other awarding body a report on a monthly basis demonstrating its compliance with these requirements. This bill would additionally require the enforceable commitment to provide that the above-described report will include the date of birth of each worker.

**Position**

**SB 1164 (Newman D) Property taxation: new construction exclusion: accessory dwelling units.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. REV. & TAX

**Summary:** The California Constitution generally limits ad valorem taxes on real property to 1% of the full cash value of that property. For purposes of this limitation, "full cash value" is defined as the assessor's valuation of real property as shown on the 1975-76 tax bill under "full cash value" or, thereafter, the appraised value of that real property when purchased, newly constructed, or a change in ownership has occurred. This bill would exclude from classification as "newly constructed" and "new construction" the construction of an accessory dwelling unit, as defined, if construction on the unit is completed on or after January 1, 2025, and before January 1, 2030, until one of specified events

occurs. The bill would require the property owner to, among other things, notify the assessor that the property owner intends to claim the exclusion for an accessory dwelling unit and submit an affidavit stating that the owner shall make a good faith effort to ensure the unit will be used as residential housing for the duration the owner receives the exclusion.

**Position**

**SB 1169 (Stern D) Los Angeles County Flood Control District: finances.**

**Current Text:** Amended: 3/18/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. L. GOV.

**Summary:** Existing law, the Los Angeles County Flood Control Act, establishes the Los Angeles County Flood Control District and authorizes the district to control and conserve the flood, storm, and other wastewaters of the district. Existing law authorizes the district to borrow money from certain entities for any flood control work authorized under the act and to repay the same, in annual installments, over a period not to exceed 20 years with an interest at a rate not to exceed 4.25% per annum. Existing law requires the district to annually levy a tax upon the taxable real property of the district clearly sufficient to pay the interest and installments of principal for those loans. Existing law limits the total amount the district may borrow not to exceed in the aggregate the sum of \$4,500,000. Existing law also limits the total amount of bonds or other evidence of indebtedness in the aggregate that the district may issue and sell to not exceed \$4,500,000. This bill would instead authorize the district to borrow money or obtain loan guarantees from those entities and to repay the same over a period not to exceed 35 years with interest at a rate not to exceed 5.5% annually. The bill would instead authorize the district to levy a tax, in compliance with the applicable provisions of Article XIII C of the California Constitution, clearly sufficient to pay the interest and installments of principal for those loans. The bill would also delete the limits on the amount the district may borrow and the total amount of bonds or other evidence of indebtedness that the district may issue and sell. This bill contains other related provisions.

**Position**

**SB 1175 (Ochoa Bogh R) Organic waste: reduction goals: local jurisdictions: waivers.**

**Current Text:** Amended: 5/13/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-A. APPR.

**Summary:** Current law requires the State Air Resources Board to approve and begin implementing a comprehensive short-lived climate pollutant strategy to achieve a certain reduction in statewide emissions of methane, including a goal of a 75% reduction in the level of the statewide disposal of organic waste from the 2014 level by 2025. Current law requires the Department of Resources Recycling and Recovery, in consultation with the state board, to adopt regulations that achieve those targets for reducing organic waste in landfills that may include, among other things, different levels of requirements for local jurisdictions and phased timelines based upon their progress in meeting the organic waste reduction goals, and penalties to be imposed by the department for noncompliance. The department's regulations authorize low-population and elevation waivers for a local jurisdiction, based on, among other things, a consideration of the jurisdiction's census tracts, that exempt the jurisdiction from all or some of the department's organic waste collection requirements. This bill would require the department to revise the regulations to require the department to consider, in addition to census tracts, alternatives to those census tracts, as provided, when deciding the geographic boundaries of a low-population or elevation waiver, as specified.

**Position**

**SB 1176 (Niello R) Wildfires: workgroup: toxic heavy metals.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** Would require, upon appropriation by the Legislature, the Department of Forestry and Fire Protection, the Office of Emergency Services, and the Department of Toxic Substances Control, in consultation with specified entities, to form a workgroup related to exposure of toxic heavy metals after a wildfire. The bill would require the workgroup to do certain things, including establishing best practices and recommendations for wildfire-impacted communities and first responders to avoid exposure to heavy metals after a wildfire. The bill would authorize the Department of Forestry and Fire Protection to contract with public universities, research institutions, and other technical experts to support the work of the workgroup. The bill would require the Department of Forestry and Fire Protection, the Office of Emergency Services, and the Department of Toxic Substances Control to report their findings to the Legislature on or before January 1, 2026.

**Position**

**SB 1178 (Padilla D) California Water Quality and Public Health Protection Act.**

**Current Text:** Amended: 4/29/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. E.S. & T.M.

**Summary:** The State Water Resources Control Board and the 9 California regional water quality control boards regulate water quality and prescribe waste discharge requirements in accordance with the federal national pollutant discharge elimination system permit program established by the federal Clean Water Act and the Porter-Cologne Water Quality Control Act. This bill would require the board to on or before August 1, 2025, establish regulations governing annual reporting by compliance entities, as defined, regarding waste discharges, as provided. The bill would require compliance entities to submit a report to the board by June 1, 2026, and annually thereafter on waste discharges and their locations, as provided. The bill would require the board to quantify the cost of mitigating contamination, if any, caused by those reported waste discharges and would require the board to notify the compliance entities of the cost of mitigating their contamination. The bill would authorize the compliance entity to elect to mitigate the contamination caused by the entity's reported waste discharges, or to have the board impose a surcharge for the cost of mitigating the compliance entity's contamination. The bill would create the California Water Quality and Public Health Impact Fund for receipt of revenue from the surcharge. The bill would require the moneys in the fund to be used exclusively to mitigate the impacts of the contamination on waters of the state caused by the reported waste discharges.

**Position**

**[SB 1187](#) (McGuire D) Housing programs: Tribal Housing Reconstitution and Resiliency Act.**

**Current Text:** Introduced: 2/14/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. H. & C.D.

**Summary:** Would enact the Tribal Housing Reconstitution and Resiliency Act and would create the Tribal Housing Grant Program Trust Fund to be administered by the Department of Housing and Community Development. The bill would require the fund, upon appropriation from the Legislature, to be allocated in accordance with a specified formula, as provided. This bill contains other related provisions.

**Position**

**[SB 1188](#) (Laird D) Drinking water: technical, managerial, and financial standards.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. E.S. & T.M.

**Summary:** The California Safe Drinking Water Act imposes on the State Water Resources Control Board various responsibilities and duties relating to providing a dependable, safe supply of drinking water. Current law requires the state board to directly enforce the provisions of the act for all public water systems, except as specified. The act prohibits a person from operating a public water system unless the person first submits an application to the state board and receives a permit to operate the system as specified. Current law authorizes the state board to impose permit conditions, requirements for system improvements, technical, financial, or managerial requirements, and time schedules as it deems necessary to ensure a reliable and adequate supply of water at all times that is pure, wholesome, potable, and does not endanger the health of consumers. This bill would require the state board to develop and adopt minimum standards related to the technical, managerial, and financial capacity of public water systems serving fewer than 10,000 people or 3,300 service connections. The bill would require public water systems serving fewer than 10,000 people or 3,300 service connections to demonstrate compliance with those standards, as provided. This bill would require the state board and the Department of Water Resources to consider a public water system's compliance with the technical, managerial, and financial standards when reviewing an application to grant or loan state funds. The bill would authorize the state board or the department to deny funding to a public water system serving fewer than 10,000 people or 3,300 service connections that fails to comply with the bill unless the state board or department makes a finding regarding at least one of 4 specified conditions.

**Position**

**[SB 1190](#) (Laird D) Mobilehomes: solar energy systems.**

**Current Text:** Amended: 3/18/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. H. & C.D.

**Summary:** The Mobilehome Residency Law governs tenancies in mobilehome parks and includes provisions that are applicable to those who have an ownership interest in a subdivision, cooperative, or condominium for mobilehomes, or a resident-owned mobilehome park, as specified. Among other things, these provisions set forth the rights of residents and homeowners regarding the use of the property. Current law provides that it is the policy of the state to promote and encourage the use of solar energy systems, as defined, and to limit obstacles to their use. Current law prohibits any covenant, restriction, or condition contained in any deed, contract, security instrument, or other instrument affecting the transfer or sale of, or any interest in, real property, and any provision of a

governing document from effectively prohibiting or restricting the installation or use of a solar energy system, but allows for reasonable restrictions thereof. This bill would make any covenant, restriction, or condition contained in any rental agreement or other instrument affecting the tenancy of a homeowner or resident in a mobilehome park, in a subdivision, cooperative, or condominium for mobilehomes, or in a resident-owned mobilehome park that effectively prohibits or restricts the installation or use of a solar energy system, as defined, on the mobilehome or the site, lot, or space on which the mobilehome is located void and unenforceable.

**Position**

**SB 1193 (Menjivar D) Airports: leaded aviation gasoline.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Would prohibit an airport operator or aviation retail establishment, as defined, from selling, distributing, or otherwise making available leaded aviation gasoline to consumers, consistent with a specified timeline, as provided. The bill would exempt an airport operator or aviation retail establishment from that prohibition if the board of supervisors of the county in which the point of sale occurs has made a final, written determination supported by clear and convincing evidence, after a noticed public hearing, that an unleaded aviation replacement fuel is not commercially available in the county. The bill would authorize an airport operator or aviation retail establishment to make a written request to the board of supervisors of a county to make the above determination, as provided. Because these provisions would be a part of the State Aeronautics Act, the bill would impose a state-mandated local program.

**Position**

**SB 1205 (Laird D) Workers' compensation: medical benefits.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. INS.

**Summary:** Current law requires employers to secure the payment of workers' compensation, including wage replacement and medical treatment, for injuries incurred by their employees that arise out of, or in the course of, employment. This bill would make an employee who is working entitled to receive all reasonable expenses of transportation, meals, and lodging incident to receiving treatment, in addition to one day of temporary disability indemnity, or a percentage of one day of temporary disability indemnity representative of the percentage of the wages lost receiving treatment, as specified.

**Position**

**SB 1207 (Dahle R) Buy Clean California Act: eligible materials.**

**Current Text:** Amended: 3/20/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** The Buy Clean California Act requires the Department of General Services, by January 1, 2022, to establish and publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website, a maximum acceptable global warming potential for each category of eligible materials, as defined, in accordance with specified requirements. Current law defines "eligible materials" for those purposes. By January 1, 2025, and every 3 years thereafter, current law requires the department to review the maximum acceptable global warming potential for each category of eligible materials, as provided. This bill would revise the definition of "eligible materials" to delete mineral wool board insulation and additionally include insulation, and would make various nonsubstantive changes to the definition provisions of the act.

**Position**

**SB 1208 (Padilla D) Waste discharge permits: landfills.**

**Current Text:** Amended: 4/29/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. E.S. & T.M.

**Summary:** The State Water Resources Control Board and the 9 California regional water quality control boards regulate water quality and prescribe waste discharge requirements in accordance with the Porter-Cologne Water Quality Control Act and the federal national pollutant discharge elimination system permit program established by the federal Clean Water Act. The California Integrated Waste Management Act of 1989 prohibits a regional water board from issuing a waste discharge permit for a new landfill, or a lateral expansion of an existing landfill, that is used for the disposal of nonhazardous solid waste if the land has been primarily used at any time for the mining or excavation of gravel or sand, as specified. The act defines "landfill used for the disposal of nonhazardous solid waste" as a disposal site regulated by a regional water board as a Class III landfill, as provided. This bill would additionally prohibit a regional water board from issuing a waste discharge permit for a new landfill that is used for the disposal of nonhazardous solid waste if the land is located within the Tijuana River

National Estuarine Research Reserve or within an area that is tributary to the Tijuana River, except as provided.

**Position**

**SB 1210 (Skinner D) New housing construction: electrical, gas, sewer, and water service: service connection information.**

**Current Text:** Amended: 4/22/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. U. & E.

**Summary:** Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations, gas corporations, sewer system corporations, and water corporations, while local publicly owned utilities, including municipal utility districts, public utility districts, and irrigation districts, are under the direction of their governing boards. This bill would, for new housing construction, require the above-described utilities, on or before January 1, 2026, to publicly post on their internet websites (1) the schedule of fees for a service connection, capacity, or other point of connection charge for each housing development type, including, but not limited to, accessory dwelling unit, mixed-use, multifamily, and single-family developments, except as specified, and (2) the estimated timeframes for completing typical service connections needed for each housing development type, as specified. The bill would exempt from its provisions an independent special district that does not maintain an internet website due to a hardship, as provided. To the extent that this bill imposes new requirements on certain local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

**Position**

**SB 1211 (Skinner D) Land use: accessory dwelling units: ministerial approval.**

**Current Text:** Amended: 4/23/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. H. & C.D.

**Summary:** The Planning and Zoning Law, authorizes a local agency, by ordinance, to provide for the creation of accessory dwelling units (ADUs) in areas zoned for residential use, as specified. That law prohibits, if a local agency adopts an ordinance to create ADUs in those zones, the local agency from requiring the replacement of offstreet parking spaces if a garage, carport, or covered parking structure is demolished in conjunction with the construction of, or is converted to, an ADU. This bill would also prohibit the local agency from requiring the replacement of offstreet parking spaces if an uncovered parking space is demolished in conjunction with the construction of, or is converted to, an ADU.

**Position**

**SB 1220 (Limón D) Public benefits contracts: phone operator jobs.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-A. P.E. & R.

**Summary:** Existing law prohibits, with specified exceptions, a state agency authorized to enter into contracts relating to public benefit programs from contracting for services provided by a call center that directly serves applicants for, recipients of, or enrollees in, those public benefit programs with a contractor or subcontractor unless that contractor or subcontractor certifies in its bid for the contract that the contract, and any subcontract performed under that contract, will be performed solely with workers employed in California. Existing law provides an exception for contracts between a state agency and a health care service plan or a specialized health care service plan regulated by the Department of Managed Health Care and for contracts between a state agency and a disability insurer or specialized health insurer regulated by the Department of Insurance. Existing law also authorizes the state to terminate a contract relating to services provided by a call center if the contractor or subcontractor performs services with workers not employed in California. This bill would instead require any state agency authorized to provide or enter into contracts relating to public benefit programs, or any local government agency authorized to provide or enter into contracts relating to public benefit programs funded by state funds, as specified, to provide services through, or contract for services provided by, a call center that directly serves callers with services performed solely with and by workers employed in California.

**Position**

**SB 1271 (Min D) Electric bicycles, powered mobility devices, and storage batteries.**

**Current Text:** Amended: 4/24/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Current law defines "class 1 electric bicycle" as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour, and defines "class 3 electric bicycle" as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to



provide assistance when the bicycle reaches the speed of 28 miles per hour, and equipped with a speedometer. This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor with continuous rated mechanical power of not more than 750 watts. The bill would also clarify the definitions of "class 1 electric bicycle" and "class 3 electric bicycle" by providing that the motor on a class 1 electric bicycle is not capable of exclusively propelling the bicycle nor providing assistance to reach speeds greater than 20 miles per hours and the motor on a class 3 electric bicycle is not capable of exclusively propelling the bicycle.

**Position**

**SB 1280 (Laird D) Waste management: propane cylinders: reusable or refillable.**

**Current Text:** Amended: 3/20/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. NAT. RES.

**Summary:** Would, on and after January 1, 2028, prohibit the sale or offer for sale of propane cylinders other than those propane cylinders that are reusable or refillable, as defined.

**Position**

**SB 1295 (Rubio D) Automobile insurance: notice of cancellation.**

**Current Text:** Amended: 4/9/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. INS.

**Summary:** Under current law, a notice of cancellation of an automobile insurance policy shall not be effective unless mailed or delivered by the insurer to the named insured, lienholder, or additional interest at least 20 days prior to the effective date of cancellation, and at least 10 days' notice of cancellation when the reason for cancellation is for nonpayment of premium. For purposes of this provision, nonpayment of premium means failure of the named insured to discharge when due any of their obligations in connection with the payment of premiums on a policy, or any installment of the premium, as specified. Current case law requires the 10-day notice period for nonpayment to commence after default. This bill would require that the 10-day notice period for nonpayment commence after nonpayment of premium due by the specified due date and make a cancellation for nonpayment effective, as specified, if the insured has not cured the nonpayment of premium due identified in the notice by the end of the 10-day period.

**Position**

**SB 1297 (Allen D) The City of Malibu's speed safety system pilot program.**

**Current Text:** Amended: 4/11/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Current law requires a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and requires the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. Current law requires a participating city or city and county to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Existing law also requires a participating city or city and county to develop uniform guidelines for, among other things, the processing and storage of confidential information. Current law designates all photographic or administrative records, not including data about the number of violations issued or the speeds at which they were issued for, made by a system as confidential, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the City of Malibu to establish a similar program for speed enforcement that utilizes up to 5 speed safety systems on the Pacific Coast Highway.

**Position**

**SB 1308 (Gonzalez D) Ozone: indoor air cleaning devices.**

**Current Text:** Amended: 3/18/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. NAT. RES.

**Summary:** Current law requires the State Air Resources Board to develop and adopt regulations, consistent with federal law, to protect the public health from ozone emitted by indoor air cleaning devices, including medical and nonmedical devices used in occupied spaces. Current law requires those regulations to include, among other things, an emission concentration standard for ozone emissions that is equivalent to the federal ozone emissions limit for air cleaning devices. Current law generally sets forth crimes and penalties for violations of air pollution laws and any rule, regulation, permit, or order of the state board. This bill would instead require the state board, by July 1, 2026, or as soon as feasible, as provided, but no later than July 1, 2026, to include in these regulations an emission concentration standard for ozone emissions not greater than 0.005 parts per million, to the extent

consistent with federal law, thereby imposing a more protective standard.

**Position**

**[SB 1313](#) (Ashby D) Vehicle equipment: driver monitoring defeat devices.**

**Current Text:** Amended: 4/17/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Would prohibit vehicles from being equipped with a device that is designed for, or being used for, neutralizing, disabling, or otherwise interfering with a direct driver monitoring system, as defined. The bill would prohibit a person from using, buying, possessing, manufacturing, selling, or otherwise distributing a device that is designed for neutralizing, disabling, or otherwise interfering with a direct driver monitoring system. The bill would make a violation of the above provisions an infraction. By creating a new crime, the bill would impose a state-mandated local program.

**Position**

**[SB 1342](#) (Atkins D) California Environmental Quality Act: infrastructure projects: County of San Diego.**

**Current Text:** Amended: 4/8/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. NAT. RES.

**Summary:** Current law authorizes the Governor to certify projects meeting certain requirements as infrastructure projects and provides those certified projects with certain streamlining benefits, including requiring the lead agency to prepare the record of proceedings concurrently with the environmental review process and requiring the resolution of an action or proceeding challenging the certification of an EIR for certified projects or the granting of any project approvals, to the extent feasible, within 270 days of the filing of the record of proceedings with the court, as specified. Current law requires the lead agency, within 10 days of the certification of an infrastructure project, to provide a public notice of the certification, as provided. If a lead agency fails to approve a project certified as an infrastructure project before January 1, 2033, existing law specifies that the certification is no longer valid. This bill would include the San Vicente Energy Storage Facility project proposed by the San Diego County Water Authority and a project for the repair, rehabilitation, or replacement of the South Bay Sewage Treatment Plant in the County of San Diego, operated by the International Boundary and Water Commission, as infrastructure projects, thereby providing the above-described streamlining benefits to those 2 projects. To the extent the bill would increase the duties of a lead agency regarding projects proposed by a third party, this bill would impose a state-mandated local program.

**Position**

**[SB 1361](#) (Blakespear D) California Environmental Quality Act: exemption: local agencies: contract for providing services for people experiencing homelessness.**

**Current Text:** Amended: 4/8/2024 [html](#) [pdf](#)

**Location:** 6/10/2024-A. CONSENT CALENDAR

**Summary:** The California Environmental Quality Act (CEQA) exempts for its requirements, among other things, actions taken by the Department of Housing and Community Development, the California Housing Finance Agency, or a local agency not acting as the lead agency to provide financial assistance or insurance for the development and construction of residential housing for persons and families of low or moderate income, as provided. This bill would additionally exempt from CEQA's requirements actions taken by a local agency to approve a contract for providing services for people experiencing homelessness, as provided.

**Position**

**[SB 1387](#) (Newman D) California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility: schoolbus grant requirements.**

**Current Text:** Amended: 6/10/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Current law establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The state board, in this capacity, administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. This bill would require the state board to authorize a voucher issued under the program to be used for the acquisition of any zero-emission vehicle that meets specified requirements, including that the vehicle has a gross vehicle weight rating that exceeds 8,500 pounds and the vehicle is purchased for fleet operations by a public or private fleet or for personal and commercial use by an individual.

**Position**

**[SB 1394](#) (Min D) Access to remote vehicle technology.**

**Current Text:** Amended: 4/11/2024 [html](#) [pdf](#)

**Location:** 5/28/2024-A. P. & C.P.

**Summary:** Current law generally regulates the safety of motor vehicles and the use of certain types of equipment installed in a motor vehicle, and generally makes a violation of these requirements a crime. Current law provides various protections to persons who are escaping from actual or threatened domestic violence, sexual assault, stalking, human trafficking, and other abuse, including providing for a means to keep the names and addresses of abuse survivors confidential in public records. This bill would require a vehicle manufacturer to terminate a person's access to remote vehicle technology, as defined, upon a completed request from a driver who establishes proof of legal possession of the vehicle, such as a dissolution decree, temporary order, or domestic violence restraining order that awards possession or exclusive use of the vehicle. The bill would prohibit a vehicle manufacturer from charging a fee to a driver for completing their request to terminate a person's access to remote vehicle technology. The bill would require a vehicle manufacturer, among other things, to establish an efficient, secure, and user-friendly online submission process for requests related to terminating a person's access to remote vehicle technology, as specified, and to ensure that all personal information provided during this process is handled with the utmost security and privacy, adhering to relevant data protection laws and regulations.

**Position**

**[SB 1487](#) (Glazer D) Vehicles: parking violations.**

**Current Text:** Amended: 4/2/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. TRANS.

**Summary:** Current law requires the schedule of parking penalties for parking violations and late payment penalties to be established by the governing body of the jurisdiction where the notice of violation is issued, as specified. This bill would specify that, when paid by mail, payment of a parking penalty or late payment penalty is deemed received on the date payment is postmarked. This bill would, notwithstanding any other law, prohibit a late payment penalty for a parking violation from exceeding 30% of the established parking penalty.

**Position**

**[SB 1497](#) (Menjivar D) Polluters Pay Climate Cost Recovery Act of 2024.**

**Current Text:** Amended: 4/25/2024 [html](#) [pdf](#)

**Location:** 5/22/2024-S. INACTIVE FILE

**Summary:** Would enact the Polluters Pay Climate Cost Recovery Act of 2024 and would establish the Polluters Pay Climate Cost Recovery Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by the sale of their products during the covered period, which the bill would define as the time period between the 2000 and 2020 calendar years, inclusive, to relieve a portion of the burden from climate harms that is borne by California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuel that, during the covered period, did business in the state or otherwise had sufficient contact with the state and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate, globally during the covered period.

**Position**

**[SB 1500](#) (Durazo D) Housing: federal waiver: income eligibility.**

**Current Text:** Amended: 3/18/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. H. & C.D.

**Summary:** Current law establishes a low-income housing tax credit program through which, in order to promote the provision of affordable low-income housing within and throughout the state, the California Tax Credit Allocation Committee allocates low-income housing tax credits, in modified conformity with certain federal law. Current law also establishes the Department of Housing and Community Development and requires it to administer various programs regarding housing for persons with specified incomes, including the Joe Serna, Jr. Farmworker Housing Grant Program, which is funded by a continuously appropriated fund, the Multifamily Housing Program, the Infill Incentive Grant Program of 2007, the Infill Incentive Grant Program of 2019, the Transit-Oriented Development Implementation Program, which is funded by a continuously appropriated fund, the Housing for a Healthy California Program, and the Veterans Housing and Homeless Prevention Act of 2014, which is funded by a continuously appropriated fund and which the department administers in collaboration with the California Housing Finance Agency and the Department of Veterans Affairs, as specified. In jurisdictions for which HUD has granted a housing authority created pursuant to the Housing Authorities Law, as described above, a waiver to streamline and reduce barriers to entry for unhoused populations

seeking entry into projects pursuant to or in connection with specified federal law, this bill would: (1) prohibit certain state entities from taking any negative actions, as specified, against certain participants in the programs described above unless the participant has not cured the noncompliance within 24 months of discovery of the violation; and (2) if an agreement between the participant and certain government entities imposes certain income restrictions, deem the tenant to satisfy that income restriction if certain requirements are met. By expanding the projects eligible to receive benefits from a continuously appropriated fund, this bill would make an appropriation.

**Position**

**SB 1508 (Stern D) Electricity: integrated resource plans: energy storage systems: modeling.**

**Current Text:** Amended: 5/16/2024 [html](#) [pdf](#)

**Location:** 6/3/2024-A. U. & E.

**Summary:** Current law requires the Public Utilities Commission to adopt a process for each load-serving entities to file an integrated resource plan and a schedule for periodic updates to the plan and to ensure that load-serving entities, among other things, ensure system and local reliability on a near-term, mid-term, and long-term basis and maintain a diverse portfolio of energy resources. This bill would require the commission to ensure that diverse energy storage duration classes are modeled, as specified, and authorize energy storage technology that meets an energy storage class's minimum duration requirements to be modeled within that class to ensure technology neutrality.

**Position**

**SBX1 1 (Jones R) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.**

**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)

**Location:** 12/5/2022-S. RLS.

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emission the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.

**Position**

**Total Measures: 373**  
**Total Tracking Forms: 373**



**AGENDA ITEM 4**  
**REPORT**

Southern California Association of Governments  
June 18, 2024

**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:** Housing & Transportation Bills of Interest

**RECOMMENDED ACTION:**

Information Only – No Action Required.

**STRATEGIC PLAN:**

This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region and Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing.

**EXECUTIVE SUMMARY:**

*SCAG is monitoring almost 400 legislative bills that relate to active transportation, affordable housing and housing production, land use, transportation, California Environmental Quality Act (CEQA) modernization, and more. For today's meeting, staff is providing an update on three (3) bills previously identified, including Assembly Bill (AB) 6 (Friedman), AB 1335 (Zbur), and AB 2485 (J. Carrillo) to keep the LCMC apprised of their status. Additionally, staff has included AB 3093 (Ward) and SB 7 (Blakespear) for informational purposes.*

**BACKGROUND:**

SCAG is monitoring almost 400 legislative bills that relate to active transportation, affordable housing and housing production, land use, transportation, California Environmental Quality Act (CEQA) modernization, and more. With the legislative session approaching summer recess and legislators continuing to move through the legislative process, state bills are being consistently revised. Throughout this process, SCAG staff has identified five (5) legislative bills for the Committee with the potential to impact SCAG, the region, and/or our member jurisdictions, presented below in numerical order.

**Bill:** AB 6      **Author:** Assemblymember Laura Friedman (D-Glendale)

**Title:** Transportation Planning: regional transportation plans: reduction of greenhouse gas emissions

**Status:** Amended in the Senate Transportation Committee on May 30, 2024.

**SCAG Position:** SCAG adopted an OPPOSE position on June 1, 2023.

**Hyperlink:** [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB6](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB6)

### Current Update:

AB 6 by Assemblymember Friedman from Glendale was double referred to the Senate Committees on Transportation and Environmental Quality on June 14, 2023, where it became a two-year bill. Following almost a year of inactivity, the bill was amended in the Senate Transportation Committee on Friday, May 30, 2024, before being heard in Senate Transportation on Tuesday, June 11, where it was ultimately pulled by the author as it received significant opposition.

### Background

SCAG staff presented on AB 6 (Friedman) at the May 23, 2023, LCMC meeting, where the committee recommended the Regional Council (RC) adopt an “oppose” position. As written then, the bill required the California Air Resources Board (CARB) to establish additional targets for 2035 and 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 2024 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), marketed as Connect SoCal, represents the vision for achieving that regional GHG reduction goal.

Additionally, the bill would have required MPOs to submit their RTP/SCS technical methodology to CARB for approval at least 60 days before starting their public participation processes, and to submit their adopted SCS to CARB within 120 days of the plan’s adoption by its board of directors. Similarly, AB 6 would have extended CARB’s review period from 60 days to 180 before CARB is required to accept or deny an MPO’s SCS. Lastly, the previous iteration would have required 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.

SCAG’s adopted 2024 Connect SoCal has a horizon year of 2050, which exceeds AB 6’s previously proposed targets for 2035 and 2045. New targets for 2035 and 2045 would have resulted in additional model runs, but may not have represented a tremendous burden on SCAG.

Following the LCMC’s recommendation, the RC adopted an oppose position at the June 1, 2023, meeting, outlining several key issues with the language and its impact on our operations.

### Recent Amendments

Following almost a year of inactivity, the bill was read and heavily amended on Friday, May 30, 2024, ahead of its hearing on Tuesday, June 11. Key changes introduced by the recent amendments included:

- Removing the existing 2050 sunset on when CARB will cease to update its regional Greenhouse Gas (GHG) emission reduction targets.
- Expanding the requirements of an SCS to include consideration of wildlife passage features to avoid, minimize, and mitigate barriers to wildlife movement to the maximum extent feasible.
- Authorizing CARB to reject an MPO's SCS if it determines that the SCS is unlikely to be implemented.
- Providing that an environmental review of a project conducted for compliance with the California Environmental Quality Act (CEQA) cannot rely on a certified environmental impact report prepared for a regional transportation plan if the regional transportation plan does not include an SCS approved by CARB.

### Analysis

SCAG has been committed to the development and implementation of the SCS as mandated by SB 375 (2008), engaging in rigorous technical analysis, extensive stakeholder engagement, and robust policy discussions with local elected leaders over a four-year cycle. Our overall plan, Connect SoCal, is built on the understanding that the conditions of our region and impacts of our decisions are all intertwined. Investment decisions for our transportation system impact the quality of our environment and the resilience of our economy, while decisions about how to develop our communities impact demands on our transportation system and our residents' access to opportunities.

Chief among SCAG staff's concerns with the bill's amended language is the provision of authority to CARB to reject our SCS if their staff determines a strategy is unlikely to be implemented. Such authority severely undermines the delicate balance being sought between the RTP and the SCS. CARB staff is charged with reviewing a plan through the single lens of GHG reduction. They do not have the expertise in federal conformity review, housing policy, and other factors that are required to be addressed in an RTP/SCS. SCS strategies already meet the "current planning assumption" standard in federal law, which requires the strategies to be "reasonable" or realistic under Clean Air Act conformity. Additionally, current law already requires the plan to be "fiscally constrained," meaning that there are revenues identified to implement the project identified (Gov Code 65080(b)(4)(A)).

Therefore, rejecting the SCS based on "unlikely implementation" would be based on CARB's staff's subjective interpretations, not any technical methods. Many of the policies and strategies identified in the RTP and SCS are, as previously mentioned, interconnected. Each RTP/SCS responds

to changes in external factors that support or inhibit plan implementation, such as changes in technology, fleet mix, or, for example, shifts in working from home following the pandemic.

Given the subjectivity, CARB staff could reject SCAG's SCS because of changes in efforts beyond our control. This could have severe ramifications on our local jurisdictions' efforts to meet their GHG reduction targets, including impeding their efforts to pursue funding for specific projects identified in our RTP/SCS.

Further, as previously mentioned, our policies and strategies are interconnected with policies, strategies, and programs outside of our own jurisdiction. At the state level, in "Tracking Progress," the second SB 150 report, CARB lists 56 actions that could be employed to achieve SB 375 outcomes. Of these, 52 require state action.

#### Advocacy Update

Following the release of the amended language, SCAG submitted a letter of opposition to the Senate Transportation Committee. A copy of that letter has been included in this report. The bill was scheduled to be heard in Senate Transportation on Tuesday, June 11, where it was ultimately pulled by the author. SCAG staff will continue to monitor the bill and provide updates to the LCMC, EAC and RC as needed.

**Bill:** AB 1335     **Author:** Assemblymember Rick Zbur (D-Santa Monica)

**Title:** Sustainable Communities Strategy and Regional Housing Needs Assessment.

**Status:** Passed the Senate Transportation Committee with an 11-2 vote. Re-referred to Senate Appropriations Committee on July 12, 2023.

**SCAG Position:** SCAG adopted an OPPOSE position on April 6, 2023.

**Hyperlink:** [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB1335](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB1335)

#### Current Update:

AB 1335 by Assemblymember Zbur from Santa Monica is currently being held in Senate Appropriations, where it has until August 16, 2024, to move to the floor. SCAG staff last provided a presentation on this bill to the LCMC at the meeting on Tuesday, May 23, 2023. While there has been no activity since, SCAG has recently learned that the author still intends to move forward. As such, SCAG staff is bringing this back before the LCMC to keep it top of mind should continued advocacy be needed.

#### Background:

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.



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 ongoing. The LCMC agreed with that recommendation and forwarded a watch position to the RC. Following this 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 consulting 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, 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.

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 is a positive development so SCAG can maintain its robust population, housing, and jobs projection process, 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 so that MPOs would have to plan for a commensurate amount of housing from their RHNA throughout 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. At the time the bill was amended, SCAG’s RTP/SCS, the 2020 Connect SoCal, ran 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 (which, was a record not seen since 2008), the 4.187 million number that AB 1335 would foist upon SCAG would be completely divorced from the market’s reality. In addition, by requiring SCAG to plan for such a huge number of housing units, it 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.

However, at the June 15, 2023, Senate Housing Committee hearing, 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 assume 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.

#### Advocacy Update

SCAG has participated in numerous meetings with the author's staff, the bill's author, legislative staff, the California Association of Councils of Governments (CalCOG), and representatives from our partner agencies to communicate the unintended consequences of AB 1335.

Recently, SCAG staff has learned that the author's office is intending to move forward with this bill. For this reason, we are bringing this bill back for the LCMC's awareness should continued advocacy be needed. SCAG's most recent letter of opposition to this bill has been included in the report for reference.

**Bill:** AB 2485     **Author:** Assemblymember Juan Carrillo (D-Antelope Valley)

**Title:** Regional housing need: determination

**Status:** Referred to Senate Housing Committee on June 5, 2024.

**Hyperlink:** [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240AB3093](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB3093)

---

Current Update:

AB 2485 by Assemblymember Carrillo from Antelope Valley passed the Assembly Floor vote with a unanimous 72-0 vote and was referred to the Senate Housing Committee on June 5, 2024.

Background:

AB 2485 is SCAG's sponsored bill, representing SCAG's intent to increase transparency measures concerning the RHNA Determination. If passed, AB 2485 would establish procedures for HCD to publish the data sources, analyses, and methodology used in the development of a given region's RHNA determination on its internet website. Secondly, the bill would require HCD to convene a panel of experts to advise HCD on its data sources, analyses, and methodology used in the development of a given region's RHNA determination. The panel would include a U.S. Census Bureau-affiliated practitioner, an expert in the region's demographics, and a representative from the Council of Governments in question.

Upon introduction, the bill was double referred to the Assembly Committees on Housing and Community Development and Local Government, making it out of both committees. Following feedback gathered at the bill's first hearing in the Assembly Committee on Housing and Community Development, SCAG staff worked with Assemblymember Juan Carrillo's office and the Office of Legislative Counsel to develop the following clarifying language on who would qualify as an "expert" on the panel:

- For the first expert, the U.S. Census Bureau affiliated practitioner would be clarified as "A U.S. Census Bureau affiliated practitioner who practices in demographic data." This clarification encompasses those contracted by the U.S. Census Bureau in addition to the Bureau's own representatives.
- The second expert would be clarified as, "A technical expert with a graduate degree in demographics or related field in the data described in subparagraphs (A) to (I), inclusive, of paragraph (1)" which will provide a guideline for who is considered to be a technical expert in the data in question.

Following, AB 2485 was approved unanimously on May 16, 2024, by the Assembly Appropriations Committee. Of note, the committee identified that HCD estimates compliance with the bill would cost an estimated \$200,000 annually out of the General Fund for one staff position to accommodate the additional workload. Duties would include convening and moderating advisory panels for 20 Councils of Governments (COGs), documenting HCD's determinations, and coordinating updates to the department's website.

The bill then moved on to the Assembly floor, where it was passed unanimously onto the Senate, where it has been assigned to the Senate Committee Housing. This is where the Assemblymember will introduce the newly amended language referenced above, as well as adding Assemblymember

---

Sharon Quirk-Silva (D-Fullerton), Senator Stephen Glazer (D-Orlinda), and Senator Josh Newman (D-Fullerton) as co-authors to the bill, in addition to existing co-authors Assemblymembers Diane Dixon (R-Newport Beach), and Joe Patterson (R-Rocklin).

Support:

The following is a list of entities that have taken official “support” positions on AB 2485: California Association of Councils of Governments, California State Association of Counties, League of California Cities, Association of California Cities – Orange County, Association of Bay Area Governments/ Metropolitan Transportation Commission, Livable California, and the San Gabriel Valley Council of Governments, as well as the Cities of Chino Hills, Glendora, La Verne, Lomita, Monrovia, Palm Desert, and Thousand Oaks.

Advocacy Update:

AB 2485 has been assigned to the Senate Housing Committee. The office of Assemblymember Juan Carrillo, accompanied by SCAG staff and SCAG’s representatives in Sacramento, Cruz Strategies, met with Senate Housing Committee staff on Tuesday, June 11, to discuss the bill and answer any questions as they proceed to compile their analysis. In the meantime, SCAG staff continues to meet with stakeholders throughout the State to garner support for the bill as it moves through the second house and will continue to provide updates to the LCMC, EAC and RC as needed.

---

**Bill:** AB 3093    **Author:** Assemblymember Chris Ward (D-San Diego)

**Title:** Land use: housing element: streamlined multifamily housing

**Status:** Referred to Senate Housing Committee on May 29, 2024.

**Hyperlink:** [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240AB3093](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB3093)

Current Update:

AB 3093 was gut and amended on May 6, 2023, before moving through the Assembly Committee on Housing and Community Development, Assembly Committee on Appropriations, and the Assembly Floor. It is now assigned to be heard before the Senate Committee on Housing.

Summary:

AB 3093 by Assemblymember Ward (D-San Diego), and sponsored by California Governor Gavin Newsom, would establish two new income categories in the housing element process – acutely low-income (defined as those between 0% and 15% of the area median income (AMI)) and extremely low-income (defined as those between 15% and 30% of the AMI). These two new categories fall within the existing very low-income category, which already accounts for the needs of individuals in jurisdictions earning between 0% and 50% of the AMI. The intention behind breaking the single

category into three is to place a greater emphasis on documenting homeless populations and providing homeless-supporting housing.

#### Background:

The Housing Element is a local jurisdiction's long-term plan for meeting the community's existing and projected housing needs. Following a staggered schedule, cities and counties located within the territory of a metropolitan planning organization (MPO) must revise their housing elements every eight years, and cities and counties in rural non-MPO regions every five. The housing elements must demonstrate how the local jurisdiction will accommodate its share of the Regional Housing Needs Assessment (RHNA).

The Regional Housing Needs Determination/ Regional Housing Needs Assessment (RHND/ RHNA) process is used to determine how many new homes, and the affordability level of those homes, each jurisdiction must plan for in their housing element to meet both current and future housing needs. The current process identifies four incomes levels:

- Very low-income households (0-50% of AMI)
- Low-income households (50-80% of AMI)
- Moderate-income households (80-120% of AMI)
- Above moderate-income households (120% of more of AMI)

Under existing regulations, local governments must include an analysis of the housing needs of extremely low-income housing (0-30% of AMI) in their housing elements. Extremely low-income does not exist in the RHND/ RHNA process.

SCAG recently completed its 6<sup>th</sup> RHNA cycle. Each new RHNA cycle begins with the Department of Housing and Community Development (HCD) and the Department of Finance (DOF) projecting new RHND numbers every eight years. The DOF produces its own population projections while the Councils of Governments develop projections during their Regional Transportation Plan (RTP) forecast. 26 months before the region's housing element due date, HCD meets and consults with the COG to share the data, assumptions, and methodology that they will use to produce the RHND. The COG likewise provides HCD with its own regional data, which HCD can use or ignore as it finalizes its RHND for the region.

#### Reform the RHNA

HCD was tasked by the Legislature to develop recommendations to improve the RHNA process and methodology in collaboration with the Office of Planning and Research, including engaging in stakeholder participation, by January 1, 2024. HCD released those recommendations in a new report, "California's Housing Future 2040: The Next RHNA", in April 2024.

AB 3930 seeks to implement Topic #1 of the Determination-Related Recommendations to the Legislature contained in the report: Account for the Housing Needs of People Experiencing Homelessness, by further breaking down the existing “very low-income” category into a total of three categories (one existing and two new categories) for a total of six categories in the RHND, RHNA, and Housing Element Law:

- Acutely low-income (ALI) households, earning between 0% and 15% of the area median income (AMI);
- Extremely low-income (ELI) households, earning between 15% and 30% of the AMI;
- Very low-income (VLI) households, earning between 30% and 50% of the AMI;
- Lower-income (LI) households, earning between 50% and 80% of the AMI;
- Moderate-income (MI) households, earning between 80% and 120% of the AMI; and,
- Above Moderate Income, earning more than 120% of the AMI.

With regard to the RHND, the bill would require HCD to include the two new income categories, ALI and ELI households. Additionally, it would require regional COGs to provide HCD with data on the housing needs of individuals and families experiencing homelessness for the purpose of determining the RHND.

With regard to the RHNA, it would add the ALI and ELI household income categories to the proportionate reduction provisions permitted between local jurisdictions when one or more of those cities agree to increase their share of the RHNA during the period of time between the adoption of a final RHNA and the due date of the housing element update.

Finally, with regards to the housing element, it would identify ALI and ELI households as households with special housing needs.

Additionally, it would add specific requirements for local jurisdictions to include in their housing elements related to these new populations, including:

- Requiring them to include programs that will assist in the development of housing for ALI households in addition to the existing requirement for all other incomes.
- Requiring ALI and ELI housing needs to be accounted for in the sites inventories of local housing elements, and any required rezonings if there are insufficient sites to meet those housing needs.

The bill’s author argues that under the existing structure, the current range that encompasses households with ALI and ELI is too broad as they are lumped together in the VLI income category of RHNA, which serves households earning between 0% and 50% of AMI. Because of that, deed-

restricted VLI homes typically serve the higher end of that range (around 50% of AMI). The argument is that this may render permanent housing built for this income category unaffordable for those with the lowest incomes, including those without any income.

The author hopes that this bill will lead to the development of targeted programs and strategies in local jurisdictions' housing elements that cater to the lowest end of the income spectrum, including both homeless individuals and those at risk of experiencing homelessness. Additionally, it is his hope that this bill would ensure that HCD's RHND is augmented with accurate and timely local homelessness data, provided by COGs, to create a more accurate understanding of homelessness housing needs throughout the state.

Analysis:

The bill presents an opportunity to align the RHNA process closer with the housing element requirements across the state. Currently, RHNA statute only establishes four income levels, with the lowest being very low-income, whereas housing elements are required to include an additional income level, extremely low-income. As such, it would make sense to align both by requiring the same income levels for both processes. Unfortunately, this is not the case with the second new income level being proposed, acutely low-income, which is not reflected in any of the existing processes.

As written, the bill proposes to treat this new income level similarly to how the other categories are treated in the planning process. Two key issues SCAG staff has identified with doing so includes:

- Threat of decoupling supporting services from identified housing sites – Providing positive housing outcomes for the homeless and underhoused population has been shown to be most effective when that housing is coupled with supportive services, such as mental health counseling, job training and placement, healthcare services, childcare, etc. Using a specific density level in housing elements to zone for these households is insufficient to guarantee supporting services would be anywhere near these sites.

At best, AB 3093 would be unlikely to achieve different housing outcomes than the existing regulatory structure, as these sites are already required to be identified with the existing "extremely low-income" category of 0% to 50% of AMI. At worst, the bill could worsen housing incomes for acutely low-income populations by decoupling housing units from these necessary social services.

Housing insecurity, in particular homelessness, is a regional issue and, as such, is generally supported by social services regionally. However, housing elements and the RHNA allocations that inform them are jurisdictional requirements. This is critical because although the bill would require local agencies to plan for acutely low-income units and

rezone sites accordingly, it would not require those agencies to plan for the supplementary services necessary to supplement that population, nor would it require those services to be in the vicinity of the identified sites.

Further, as one of the five statutory objectives of RHNA, Affirmatively Furthering Fair Housing (AFFH) requires the RHNA process to take meaningful actions to overcome patterns of segregation and foster inclusive, integrated communities. In California, the reality is that development projects affordable at the acutely low-income level are almost never economically viable in the absence of significant subsidies. Dispersing these sites across all jurisdictions, regardless of access to transit and the presence of these supportive services, would make these sites much more unlikely to be developed. Due to the “no net loss” requirement of RHNA, as well as the difficulty it takes to reidentify the same sites in subsequent housing cycles, local agencies would likely end up identifying sites inferior to their current sites with each housing element cycle and further away from resources.

If sites identified as suitable for acutely low-income development remain floating into future housing element cycles, the regulatory framework would likely push the population to the periphery of these communities even further, this incidentally reinforcing some of the harmful patterns AFFH is seeking to address.

- Availability of Data for Acutely Low- and Extremely Low-Income Households – While the bill’s definition of acutely low- and extremely low-income households is pegged to state health and safety codes, its use for RHNA allocation would be required at the jurisdictional level, and incorporating such data for housing elements may even necessitate its use at the Census tract (sub-jurisdictional) level. The American Community Survey, a primary source of such data, is unlikely to have significant data available at these smaller levels for such a small subset of households, potentially creating a data availability issue. Additionally, it is unclear how robust the American Community Survey captures households that effectively have zero income, if at all, but that population would likely form a large portion of the new acutely low-income category. This adds uncertainty to the reliability of data that would need to be available to comply with the proposed legislation.

#### Potential Amendments

SCAG staff sees no issue with establishing consistency between jurisdictions’ RHNA and Housing Element by identifying “extremely low-income” households in the RHNA, as jurisdictions are already identifying this category in their Housing Elements.

For the newly created “acutely low-income” household category, SCAG staff recommends removing it from the RHNA allocation and housing element rezoning processes and instead including the category in the special housing needs analysis, similar to how special housing needs for disabled, large, farmworkers, and other household characteristics are already identified in housing elements.



Doing so would allow for the population to be accounted for in jurisdictions' housing elements, as intended by AB 3093, and would include:

- 1) a quantification of the total number of persons or households in the special housing needs group;
- 2) a quantification and qualitative description of the need, as well as a description of any existing resources or programs, and an assessment of unmet needs; and
- 3) identification of potential program or policy options and resources to address the need.

Additionally, the analysis would include a discussion of resources, identification of housing types, and housing programs or strategies to address identified needs.

#### Recommendation

Provide feedback to SCAG staff to use as we work with Assemblymember Ward to amend AB 3093.

**Bill:** SB 7      **Author:** Senator Catherine Blakespear (D-Encinitas)

**Title:** Regional housing need: determination

**Status:** Amended on June 10, 2024, and referred to Assembly Committee on Housing and Community Development

**Hyperlink:** [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240SB7](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240SB7)

#### Current Update:

SB 7 by Senator Catherine Blakespear (D-Encinitas) was amended on June 10, 2024, following its last amendment on January 22, 2024, and was referred to the Assembly Committee on Housing and Community Development, where it will be heard on Wednesday, June 19.

#### Summary:

Prior to its most recent amendment, SB 7 went through several iterations, at one point requiring local governments to plan for and provide housing for homeless individuals within its jurisdiction based on a point-in-time (PIT) count, while also requiring HCD to develop and administer a new program, with no dedicated funding source, to provide grants to cities, counties, and nonprofit housing entities to fulfill the obligations to provide housing opportunities for homeless persons.

The bill has since been amended to make changes to the Regional Housing Needs Determination (RHND) process.

Analysis:

Senator Blakespear is a principal coauthor of AB 3093 (Ward), which has the similar goal of using the RHNA and the Housing Element to address the needs of homeless populations as her bill (SB 7) did prior to amendments. This is most likely why she shifted her bill's focus from the RHNA and HE to the RHND process. SCAG staff's initial readings of the bill has identified the various changes as a potential attempt to introduce efficiencies and transparency, seemingly to aid in the faster delivery of the determination, as well as better align the process with AB 3093 through the explicit inclusion of special needs households in the development of the RHND. However, we are unclear if such changes, as proposed, would actually accomplish this or if they would just shift obligations around.

Key changes being proposed include:

- Removing the ability for a city or county to file an objection to the RHND in regions where HCD distributes the housing need – In cities in counties without a council of governments, HCD is responsible for determining and distributing the existing and projected housing need. Given that this does not affect the SCAG region, we are unsure of this proposal's impact and whether those cities and counties would have an opinion either way. It may be removing a redundancy as those cities and counties already contribute to the development of the RHND, and if they appeal, they would be appealing to the agency that provided them with the determination in the first place.
- Removes the option to form a subregional delegation – At least 28 months prior to the scheduled housing element update, at least two or more cities and a county, or counties, that are geographically contiguous currently have the ability to form a subregional entity through the adoption of a resolution for the purpose of allocation of the subregion's existing and projected housing among its members as prescribed by law, which will be provided to it by the COG, or in this case, SCAG.
- Include households with special needs in the development of the RHND methodology – Under existing law, public participation by organizations other than local jurisdictions and COGs is required in the development of the methodology. This bill would expand that requirement to explicitly include special needs households. This would align with AB 3093 (Ward), which would specify acutely low-income and extremely low-income households as special needs households.
- Shortens the timeframe HCD has to review the adopted allocation methodology submitted by COGs from 90 days to 45 days.
- Require COGs to distribute the draft allocation plan upon adoption of the final methodology.

- If no appeals are filed to a COG's draft allocation, it would automatically become final after a public hearing.
- Condition the due date of a housing element to be no more than eight years later than the deadline for adoption of the previous eight-year cycle, regardless of the Regional Transportation Plan (RTP) cycle.

As of the writing of this report, SCAG is waiting for additional information and clarification on this bill from Senator Blakespear's office. In the meantime, SCAG is collaborating with our regional and statewide partners to conduct a more thorough analysis and will continue to keep the LCMC, EAC, and RC informed. Given that there are less than 35 working days remaining in the Legislature as of the writing of this report, SCAG staff expects to see a flurry of activity in the coming weeks and wanted to bring this bill forward for the LCMC's awareness as we continue to evaluate it.

Recommendation

Provide feedback to SCAG staff as we work to evaluate the bill and provide feedback to Senator Blakespear's office.

**FISCAL IMPACT:**

Work associated with the staff report on Housing & Transportation Bills of Interest is contained in the Indirect Cost budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. AB 6 (Friedman) - OPPOSE - Senate Transportation\_final
2. 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

June 5, 2024

The Honorable Dave Cortese  
Chair, Senate Committee on Transportation  
1021 O Street, Suite 6630  
Sacramento, CA 95814-4900

**RE: OPPOSE – AB 6 (Friedman) Transportation planning: regional transportation plans: Solutions for Congested Corridors program: reduction of GHG emissions**

Dear Chair Cortese:

On behalf of the Southern California Association of Governments (SCAG), the nation’s largest metropolitan planning organization (MPO) representing six counties, 191 cities, and 19 million residents, I respectfully write to inform you of our “oppose” position on AB 6 (Friedman).

As you know, SB 375 (2008) directed the California Air Resources Board (CARB) to set regional targets for reducing greenhouse gas emissions from the automobile/light duty truck sector for 2020 and 2035. Additionally, the law required MPOs to create a Sustainable Communities Strategy (SCS) in conjunction with our Regional Transportation Plan (RTP), establishing a “bottom up” approach to ensure that local agencies are involved in the development of regional plans to achieve those GHG reduction targets.

Since then, SCAG has been committed to the development and implementation of that plan, engaging in rigorous technical analysis, extensive stakeholder engagement and robust policy discussions with local elected leaders over a four-year cycle. The result is Connect SoCal, SCAG’s RTP/SCS, which outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region’s shared goals through 2050. The overall plan is built on the understanding that the conditions of our region and impacts of our decisions are all intertwined. Investment decisions for our transportation system impact the quality of our environment and the resilience of our economy, while decisions about how to develop our communities impact demands on our transportation system and our residents’ access to opportunities.

Chief among our concerns with AB 6 is the recently amended language that would provide CARB with the authority to reject our SCS if CARB staff determines a strategy is unlikely to be implemented. Such authority

REGIONAL COUNCIL OFFICERS

- President  
**Curt Hagman**  
County of San Bernardino
- First Vice President  
**Cindy Allen, Long Beach**
- Second Vice President  
**Ray Marquez, Chino Hills**
- Immediate Past President  
**Art Brown, Buena Park**

COMMITTEE CHAIRS

- Executive/Administration  
**Curt Hagman**  
County of San Bernardino
- Community, Economic & Human Development  
**David J. Shapiro, Calabasas**
- Energy & Environment  
**Luis Plancarte**  
County of Imperial
- Transportation  
**Tim Sandoval, Pomona**

Attachment: AB 6 (Friedman) - OPPOSE - Senate Transportation\_final (Housing & Transportation Bills of Interest)

severely undermines the delicate balance being sought between the RTP and the SCS. CARB staff is charged with reviewing a plan through the single lens of GHG reduction. They do not have the expertise in federal conformity review, housing policy, and other factors that are required to be addressed in an RTP/SCS. SCS strategies already meet the “current planning assumption” standard in federal law, which requires them to be “reasonable” or realistic under the Clean Air Act conformity. Additionally, current law already requires the plan to be “fiscally constrained”, meaning that there are revenues identified to implement the project identified (Gov Code 65080(b)(4)(A)).

Therefore, rejecting the SCS based on “unlikely implementation” is dangerously subjective and would be based on CARB staff’s perspective, not any technical methods. As you know, progress is not always linear and many of the policies and strategies identified in the RTP and SCS are, as previously mentioned, interconnected. Each RTP/SCS responds to changes in exogenous factors that support or inhibit plan implementation such as changes in technology, fleet mix or, for example, shifts in working from home following the pandemic. Given the subjectivity, CARB staff could reject our SCS because of changes in efforts beyond our control. This could have severe ramifications on our local jurisdictions’ efforts to meet their GHG reduction targets, including impeding their efforts to pursue funding for specific projects identified in our RTP/SCS. Further, our policies and strategies are interconnected with policies, strategies, and programs outside of our own jurisdiction. At the State level, in “Tracking Progress,” the second SB 150 report, CARB lists 56 actions that could be employed to achieve SB 375 outcomes. Of these, 52 require state action. This same “state action” emphasis is included in the 2022 Scoping Plan Update.

**Invitation for Continued Dialogue on SB 375 Reform:**

It is imperative that we honor the spirit of our RTP/SCS, looking at efforts wholistically. SCAG is committed to working with you, and in collaboration with other MPOs and stakeholders, to explore updates to the SB 375 program, with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions, in partnership with the state.

If you have any questions or wish to discuss further, please contact Mr. Kevin Gilhooley, Legislation Manager, at (213) 236-1878 or via email at [gilhooley@scag.ca.gov](mailto:gilhooley@scag.ca.gov).

Sincerely,



Kome Ajise  
Executive Director

cc: Senator Roger Niello (Vice-Chair, Senate Transportation Committee)  
Staff, Senate Transportation Committee  
Assemblymember Laura Friedman



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

REGIONAL COUNCIL OFFICERS

- President  
Art Brown, Buena Park
- First Vice President  
Curt Hagman, County of San Bernardino
- Second Vice President  
Cindy Allen, Long Beach
- Immediate Past President  
Jan C. Harnik, Riverside County Transportation Commission

COMMITTEE CHAIRS

- Executive/Administration  
Art Brown, Buena Park
- Community, Economic & Human Development  
Frank Yokoyama, Cerritos
- Energy & Environment  
Deborah Robertson, Rialto
- Transportation  
Tim Sandoval, Pomona

Attachment: AB 1335 (Zbur) - Oppose - Senate Transportation Final (Housing & Transportation Bills of Interest)

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 6<sup>th</sup> 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 6<sup>th</sup> 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.*

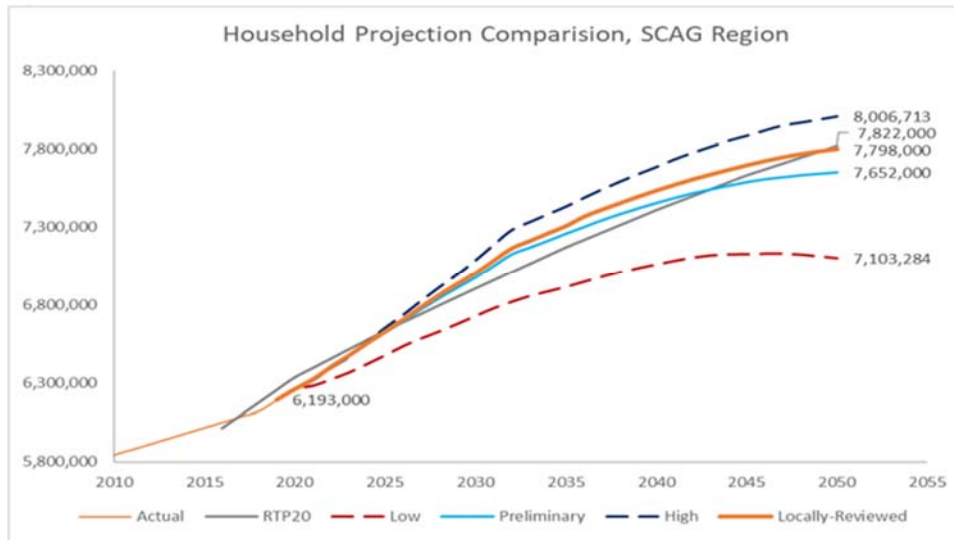
As part of our 2024 RTP/SCS update process, SCAG is now challenged to forecast the impact of local policy changes resulting from the RHNA allocation plan on the long-range growth forecast. For transportation modeling purposes, the most important consideration is where population growth is occurring over 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 6<sup>th</sup> 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.



<b>Next decade:</b>	<b>741,000</b>	<b>570,000</b>
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.	--
<b>3-decade plan horizon:</b>	<b>1,605,000</b>	<b>1,621,000</b>

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 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> 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](mailto: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

Attachment: AB 1335 (Zbur) - Oppose - Senate Transportation Final (Housing & Transportation Bills of Interest)

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.