



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

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REMOTE PARTICIPATION ONLY

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

*Tuesday, July 19, 2022
8:30 a.m. – 10:00 a.m.*

To Attend and Participate on Your Computer:
<https://scag.zoom.us/j/805439887>

To Attend and Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 805 439 887

***Please see next page for detailed
instructions on how to participate in the meeting.***

PUBLIC ADVISORY

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Kevin Gilhooley at (213) 236-1878 or via email at gilhooley@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

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



Instructions for Public Comments

You may submit public comments in two (2) ways:

1. **In Writing:** Submit written comments via email to: ePublicComment@scag.ca.gov by **5pm on Monday, July 18, 2022**. 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.

All written comments received after 5pm on Monday, July 18, 2022 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. 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.

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: ePublicComment@scag.ca.gov.

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



Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/805439887>
2. 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.
3. Select “Join Audio via Computer.”
4. 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.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 805 439 887**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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LCMC - Legislative/Communications and Membership Committee
Members – July 2022

1. **Hon. Peggy Huang**
LCMC Chair, TCA Representative
2. **Hon. Jose Luis Solache**
LCMC Vice Chair, Lynwood, RC District 26
3. **Hon. Cindy Allen**
Long Beach, RC District 30
4. **Hon. Claudia " La Peña**
Thousand Oaks, RC District 46
5. **Hon. Lorrie Brown**
City of Ventura, RC District 47
6. **Hon. Margaret Finlay**
Duarte, RC District 35
7. **Hon. Alex Fisch**
Culver City, RC District 41
8. **Sup. Curt Hagman**
San Bernardino County
9. **Hon. Jan C. Harnik**
RCTC Representative
10. **Hon. Patricia Lock Dawson**
Riverside, RC District 68
11. **Hon. Clint Lorimore**
Eastvale, RC District 4
12. **Hon. Ray Marquez**
Chino Hills, RC District 10
13. **Hon. Michael Posey**
Huntington Beach, RC District 64
14. **Hon. Deborah Robertson**
Rialto, RC District 8
15. **Hon. David J. Shapiro**
Calabasas, RC District 44

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

16. Hon. Cheryl Viegas-Walker

El Centro, RC District 1

17. Sup. Donald Wagner

Orange County

18. Hon. Alan Wapner

SBCTA Representative

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Tuesday, July 19, 2022
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 Peggy Huang, Chair)

PRESENTATION

(The Honorable María Elena Durazo, Senator, 24th District, and Chair, Senate Budget Sub-Committee 5 on Corrections, Public Safety, Judiciary, Labor, and Transportation)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is *not* listed on the agenda. 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. Public comment for items listed on the agenda will be taken separately as further described below.

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Monday, July 18, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Legislative/Communications and Membership Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Monday, July 18, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Legislative/Communications and Membership Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon 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.

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REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – June 21, 2022

Receive and File

2. Legislative Tracking Report
3. November 2022 Voter Initiatives

ACTION ITEMS

4. HR 7642 (Brownley) - Transportation Assistance for Olympic Cities Act of 2022
(David Angel, Legislative Analyst)

RECOMMENDED ACTION:

Support H.R. 7642 and future legislation with substantially similar language.

INFORMATION ITEM

5. State Budget Update
(Kevin Gilhooley, Legislation Manager)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Director of Government and Public Affairs)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
Remote Participation Only
July 19, 2022

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, JUNE 21, 2022

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 virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

MEMBERS PRESENT

Jose Luis Solache (Vice Chair)

Cindy Allen
Margaret Finlay
Alex Fisch
Jan Harnik
Patricia Lock Dawson
Clint Lorimore
Ray Marquez
Deborah Robertson
David J. Shapiro
Cheryl Viegas-Walker
Donald P. Wagner
Alan Wapner

Lynwood
Long Beach
Duarte
Culver City

Riverside
Eastvale
Chino Hills
Rialto
Calabasas
El Centro

District 26
District 30
District 35
District 41
RCTC
District 68
District 4
District 10
District 8
District 44
District 1
Orange County
SBCTA

MEMBERS NOT PRESENT

Peggy Huang (Chair)

Claudia Bill-de la Pena
Lorrie Brown
Curt Hagman
Mike Posey

Thousand Oaks
Ventura

Huntington Beach

TCA
District 46
District 47
San Bernardino County
District 64

CALL TO ORDER

Vice Chair Jose Luis Solache called the meeting to order at 8:30 a.m. and called on Hon. Alan Wapner, SBCTA, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PUBLIC COMMENT PERIOD

Vice Chair Solache opened the Public Comment Period for items not listed on the agenda and outlined the instructions for public comments. He noted that this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction not listed on the agenda. SCAG staff confirmed that no public comments were submitted via email to ePublicComment@scag.ca.gov or any raised hands. Seeing and hearing no public comment speakers, Vice Chair Solache closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEM

There were no prioritized agenda items.

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – May 24, 2022
2. Calendar of Meetings

Receive and File

3. Legislative Tracking Report
4. Legislative Advocacy Update

Vice Chair Solache opened the Public Comment Period for the Consent Calendar items 1 through 4. Seeing and hearing no public comment speakers, Vice Chair Solache closed the public comment period.

Vice Chair Solache opened the floor to the committee members for questions or comments.

A MOTION was made (Finlay) to approve the Consent Calendar. The MOTION was SECONDED (Marquez) and APPROVED by a majority roll call vote as follows:

AYES: Allen, Finlay, Fisch, Harnik, Lock Dawson, Lorimore, Marquez, Robertson, Shapiro, Solache, Viegas-Walker, Wagner, and Wapner (13)

NOES: None (0)

ABSTAINS: None (0)

ACTION ITEMS

5. Housing Bills of Interest

Vice Chair Solache opened the Public Comment Period for item #5. Seeing and hearing no public comment speakers, Vice Chair Solache closed the public comment period.

Ms. Estee Sepulveda, Legislative Analyst, gave the committee a presentation on two housing bills. She first spoke on Senate Bill (SB) 1444, by Senator Ben Allen of Redondo Beach, noting staff was recommending a support position. She mentioned that this bill would create the South Bay Regional Housing Trust to fund affordable housing or housing for persons experiencing homelessness within the South Bay Cities region. The second bill she spoke on was Assembly Bill (AB) 2011, by Assemblymember Buffy Wicks of Berkeley, noting staff was recommending an oppose position. She indicated this bill would make the construction of 100 percent affordable housing projects in infill areas zoned for office, retail, or parking use by right and eligible for a streamlined, ministerial review that is not subject to a discretionary approval process or review under CEQA. She also mentioned that this bill would allow mixed-income housing by right and subject to a streamlined process on sites along commercial corridors that are zoned for office, retail, or parking.

Vice Chair Solache opened the floor to the committee members for questions or comments. There were no questions or comments.

A MOTION was made (Wapner) to APPROVE staff recommendation to SUPPORT SB 1444 and OPPOSE AB 2011. The MOTION was SECONDED (Shapiro) and APPROVED by a majority roll call vote as follows:

AYES: Allen, Finlay, Fisch, Harnik, Lock Dawson, Lorimore, Marquez, Robertson, Shapiro, Solache, Viegas-Walker, Wagner, and Wapner (13)

NOES: None (0)

ABSTAIN: None (0)

6. Transportation Bills of Interest

Vice Chair Solache opened the Public Comment Period for item #6. Seeing and hearing no public comment speakers, Vice Chair Solache closed the public comment period.

Mr. Kevin Gilhooley, Legislation Manager, began his remarks by informing the Committee members that SCAG is monitoring nearly 60 legislative bills related to transportation. He noted that of those 60, staff identified eight (8) bills for discussion and consideration of recommended positions. Mr. Gilhooley and his Legislation Department provided the Committee members with a brief overview of those eight (8) bills and mentioned staff recommendation was to forward the following positions to the Regional Council: oppose AB 1778 (C. Garcia), oppose unless amended on AB 2237 (Friedman) and AB 2438 (Friedman), and support AB 2622 (Mullin), SB 1104 (Gonzalez), and SB 1121 (Gonzalez).

Vice Chair Solache opened the floor to the Committee members for questions or comments on the eight (8) bills.

After a robust discussion among Committee members, a MOTION was made (Lock Dawson) to APPROVE staff recommendations to OPPOSE AB 1778, OPPOSE unless amended AB 2237 and AB 2438 and SUPPORT AB 2622, SB 1104, and SB 1121. The MOTION was SECONDED (Allen) and APPROVED by a majority roll call vote as follows:

AYES: Allen, Finlay, Harnik, Lock Dawson, Lorimore, Marquez, Robertson, Shapiro, Solache, Viegas-Walker, Wagner, and Wapner (12)

NOES: None (0)

ABSTAIN: None (0)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Mr. Darin Chidsey, Chief Operating Officer, began his remarks by reporting that SCAG was represented at the "56th National Association of Regional Councils (NARC) Annual Conference & Exhibition", conducted in Columbus, Ohio, from June 12 through June 15, 2022. He noted that the following people were in attendance: Hon. Alan Wapner, SBCTA, who represents SCAG on the NARC Board, Mr. Kome Ajise, Executive Director, Ms. Javiera Cartagena, Director of Government and Public Affairs, and Mr. Kevin Gilhooley, Legislation Manager. He mentioned during the conference

that the SCAG Housing Policy Leadership Academy (HPLA) was recognized with a national award for increasing policy discussion throughout the region, and he thanked Hon. Wapner, Ms. Cartagena, and Mr. Gilhooley for being present and accepting the award on SCAG’s behalf. He also mentioned that Mr. Ajise, who also attended the conference, provided an update on SCAG’s Regional Data Platform (RDP), the revolutionary system for collaborative data sharing and planning designed to facilitate better planning at all levels – from cities and counties of all sizes up to the entire region.

Mr. Chidsey also shared that Ms. Cartagena was currently at the Mobility 21 D.C. Delegation Trip in Washington, D.C., with an agenda that includes a series of meetings scheduled for June 21 and June 22, 2022 with members of the U.S. Department of Transportation (USDOT).

Mr. Chidsey turned it over to Mr. Gilhooley, who concluded the Policy and Public Affairs division update by announcing the departure of Ms. Estee Sepulveda, Legislative Analyst. He briefly detailed some of Ms. Sepulveda’s accomplishments during her time at SCAG. Ms. Sepulveda thanked LCMC members and SCAG for the amazing experience. The LCMC members thanked her for her service and wished her well in the future.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, Vice Chair Solache adjourned the Legislative/Communications and Membership Committee meeting at 9:31 a.m.

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

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Legislative / Communications and Membership Committee

2022-2023																
MEMBERS	CITY	Representing	MAY	JUN	JULY	AUG	SEPT	OCT (Dark)	NOV	DEC	JAN	FEB	MAR	APR	MAY	Total Mtgs Attended YTD
Hon. Peggy Huang, Chair		TCA	1	-												1
Hon. Jose Luis Solache, Vice Chair	Lynwood	District 26	1	1												2
Hon. Cindy Allen	Long Beach	District 30	1	1												2
Hon. Claudia Bill-de la Pena	Thousand Oaks	District 46	1	-												1
Hon. Lorrie Brown	Ventura	District 47	-	-												0
Hon. Margaret Finlay	Duarte	District 35	1	1												2
Hon. Alex Fisch	Culver City	District 41	1	1												2
Sup. Curt Hagman		San Bernardino County	1	-												1
Hon. Jan Harnik		RCTC	1	1												2
Hon. Patricia Lock Dawson	Riverside	District 68	1	1												2
Hon. Clint Lorimore	Eastvale	District 4	1	1												2
Hon. Ray Marquez	Chino Hills	District 10	1	1												2
Hon. Mike Posey	Huntington Beach	District 64	-	-												0
Hon. Deborah Roberston	Rialto	District 8	-	1												1
Hon. David J. Shapiro	Calabasas	District 44	1	1												2
Hon. Cheryl Viegas-Walker	El Centro	District 1	1	1												2
Sup. Donald P. Wagner		Orange County	-	1												1
Hon. Alan Wapner		SBCTA	1	1												2



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Remote Participation Only
July 19, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Legislative Tracking Report

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Legislative Tracking Report is provided to keep the Legislative/Communications and Membership Committee (LCMC) apprised of the bills in Sacramento that have a nexus to the Regional Council’s positions on policies related to SCAG’s core planning and policy areas.

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. Currently, the Report tracks 133 measures that have a nexus to the Regional Council’s adopted 2022 State and Federal Legislative Platform.

California adopted a final \$308 billion budget, the largest in state history, on June 29, 2022. This came after the Governor negotiated several outstanding issues with the legislature and signed numerous budget-related bills that make up the Fiscal Year 2022-2023 State Budget. The budget includes a \$9.5 billion tax rebate program that will make payments to Californians earning up to \$250,000 a year or up to \$500,000 for joint filers. The budget also includes a \$53.9 billion climate commitment and a \$14.8 billion transportation infrastructure investment package, including funding for rail and transit projects, climate adaptation projects, active transportation projects, high-speed rail, and ports.



The State Legislature adjourned for the Summer Recess on June 30, 2022, and will reconvene from the month-long Summer Recess to finish the 2022 Legislative Session on August 1, 2022. Upon their return, bills that have a fiscal impact will be considered in the Senate and Assembly committees on appropriations. August 31, 2022, marks the last day for each house to pass any remaining legislation. Staff expects that additional budget trailer bills will be introduced after the Summer Recess, including a climate trailer bill. Staff will closely monitor the Legislature’s return and provide an update on any new budget-related work at future meetings. A more detailed report on the budget is included in a separate staff report.

The table below highlights upcoming legislative deadlines:

Date	Deadline
June 30, 2022	Last day for a legislative measure to qualify for the November 8 General Election Ballot.
July 1, 2022	Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment.
August 1, 2022	Legislature reconvenes from Summer Recess
August 12, 2022	Last day for fiscal committees to meet and report bills.
August 15-31, 2022	Floor session only. No committee may meet for any purpose.
August 25, 2022	Last day to amend bills on the floor.
August 31, 2022	Last day for each house to pass 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. 02a - LCMC - 07192022 - Legislative Tracking Bill Report

SCAG Bill Report 7/11/2022

Broadband

[AB 1426](#) **(Mathis R) California Advanced Services Fund: Broadband Adoption Account.**

Current Text: Amended: 6/9/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/9/2022

Status: 6/13/2022-Read second time. Ordered to third reading.

Location: 6/13/2022-S. THIRD READING

Summary: Current law requires the Public Utilities Commission to develop, implement, and administer the California Advanced Services Fund (CASF) program to encourage deployment of high-quality advanced communications services to all Californians that will promote economic growth, job creation, and the substantial social benefits of advanced information and communications technologies. Current law establishes 5 accounts, including the Broadband Adoption Account, within the CASF. Current law provides that moneys in the Broadband Adoption Account are available to the commission to award grants to increase publicly available or after school broadband access and digital inclusion, such as grants for digital literacy training programs and public education to communities with limited broadband adoption, including low-income communities, senior communities, and communities facing socioeconomic barriers to broadband adoption. Current law provides that eligible applicants for moneys from the Broadband Adoption Account are local governments, senior centers, schools, public libraries, nonprofit organizations, and community-based organizations with programs to increase publicly available or after school broadband access and digital inclusion. This bill would expressly include nonprofit religious organizations as being within the nonprofit organizations that are eligible applicants for moneys from the Broadband Adoption Account.

Position

[AB 2749](#) **(Quirk-Silva D) Communications: California Advanced Services Fund.**

Current Text: Amended: 6/15/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/15/2022

Status: 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (June 27).

Location: 6/27/2022-S. APPR.

Summary: Current law requires the Public Utilities Commission to develop, implement, and administer the California Advanced Services Fund (CASF) to encourage deployment of high-quality advanced communications services to all Californians that will promote economic growth, job creation, and the substantial social benefits of advanced information and communications technologies. Current law authorizes the commission to impose a surcharge, until December 31, 2032, to collect up to \$150,000,000 per year for deposit into the CASF. Current law requires the commission to establish specified accounts within the CASF, including the Broadband Infrastructure Grant Account to fund the deployment of broadband infrastructure and the Federal Funding Account to fund last-mile broadband projects, as specified. This bill would expressly authorize wireless internet service providers to receive funding from the Broadband Infrastructure Grant Account and the Federal Funding Account.

Position

[AB 2752](#) **(Wood D) Broadband infrastructure: mapping.**

Current Text: Amended: 6/13/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/13/2022

Status: 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (June 27).

Location: 6/27/2022-S. APPR.

Summary: Current law requires the commission to develop, implement, and administer the California Advanced Services Fund program to encourage deployment of high-quality advanced communications services to all Californians that will promote economic growth, job creation, and the substantial social benefits of advanced information and communications technologies. Current law requires the commission, in collaboration with relevant state agencies and stakeholders, to maintain and update a statewide, publicly accessible, and interactive map showing the accessibility of broadband service in the state, as provided. This bill would require the commission, in collaboration with relevant state agencies and stakeholders, to additionally include on that interactive map all developed last-mile

broadband service connections from the statewide open-access middle-mile broadband network, the average cost paid by consumers or subscribers for broadband service by census block, and the average consumer price for broadband service advertised by broadband service providers to consumers or subscribers by census block.

Position

CEQA

[AB 2656](#) (Ting D) Housing Accountability Act: disapprovals: California Environmental Quality Act.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/23/2022

Status: 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (June 29).

Location: 6/30/2022-S. APPR.

Summary: The Housing Accountability Act prohibits a local agency from disapproving a housing development project, as described, unless it makes certain written findings based on a preponderance of the evidence in the record. The act defines "disapprove the housing development project" as including any instance in which a local agency either votes and disapproves a proposed housing development project application, including any required land use approvals or entitlements necessary for the issuance of a building permit, or fails to comply with specified time periods. Current law, 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 the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if the lead agency finds that the project will not have that effect. This bill would define "disapprove the housing development project" as also including any instance in which a local agency fails to issue a project an exemption from CEQA for which it is eligible, as described, or fails to adopt a negative declaration or addendum for the project or to approve another comparable environmental document, if certain conditions are satisfied. Among other conditions,

Position

[SB 922](#) (Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.

Current Text: Amended: 5/11/2022 [html](#) [pdf](#)

Introduced: 2/3/2022

Last Amend: 5/11/2022

Status: 6/30/2022-Read second time. Ordered to third reading.

Location: 6/30/2022-A. THIRD READING

Summary: The California Environmental Quality Act (CEQA) until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define "active transportation plan" and "pedestrian plan." The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.

Position

Support

City Attorney

[AB 2766](#) (Maienschein D) Unfair Competition Law: enforcement powers: investigatory subpoena.

Current Text: Amended: 6/21/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/21/2022

Status: 6/21/2022-Read second time and amended. Ordered to third reading.

Location: 6/21/2022-S. THIRD READING

Summary: Current law authorizes a district attorney, upon reasonable belief that there has been a violation of the Unfair Competition Law (UCL) or various other laws related to unfair business practices, to exercise all of the powers granted to the Attorney General as a head of a department to

investigate the potential violation, including the authority to issue subpoenas. This bill would grant the investigatory power granted to the Attorney General as a head of a department to the city attorney of any city having a population in excess of 750,000, to the county counsel of any county within which a city has a population in excess of 750,000, or to a city attorney of a city and county, when the city attorney or county counsel reasonably believes that there may have been a violation of the UCL. The bill would require the recipient of a subpoena issued pursuant to those investigatory powers granted to a city attorney or to a county counsel who objects to the request, to serve their objection and to meet and confer with the issuer of the subpoena to attempt to address their objection. The bill would authorize the recipient of the subpoena to petition the superior court for an order quashing or modifying the subpoena, if, after meeting and conferring, the issuer and recipient cannot reach agreement.

Position

City Clerk

AB 2449 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.

Current Text: Amended: 6/30/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/30/2022

Status: 6/30/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. This bill would revise and recast those teleconferencing provisions and, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if 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 local agency's jurisdiction. This bill contains other related provisions and other existing laws.

Position

Support

AB 2582 (Bennett D) Recall elections: local offices.

Current Text: Amended: 5/2/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 5/2/2022

Status: 6/22/2022-Read second time. Ordered to third reading.

Location: 6/22/2022-S. THIRD READING

Summary: The California Constitution reserves to the electors the power to recall an elective officer and requires the Legislature to provide for recall of local officers. Current law requires a recall election to include the question of whether the officer sought to be recalled shall be removed from office and an election for the officer's successor in the event the officer is removed from office. This bill would instead require a recall election for a local officer to include only the question of whether the officer sought to be recalled shall be removed from office. If a local officer is removed from office in a recall election, the bill would provide that the office is vacant until it is filled according to law.

Position

AB 2647 (Levine D) Local government: open meetings.

Current Text: Amended: 4/19/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 4/19/2022

Status: 6/30/2022-From committee: Amend, and do pass as amended. (Ayes 5. Noes 0.) (June 29).

Location: 5/25/2022-S. GOV. & F.

Summary: Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a local agency to make those writings distributed to the members of the governing board less than 72 hours before a meeting available for public inspection, as specified, at a public office or location that the agency designates. Current law also requires the local agency to list the address of the office or location on the agenda for all meetings of the legislative body of the agency. Current law authorizes a local agency to post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.

Position

SB 1100 (Cortese D) Open meetings: orderly conduct.

Current Text: Amended: 6/6/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/6/2022

Status: 6/22/2022-Read second time. Ordered to third reading.

Location: 6/22/2022-A. THIRD READING

Summary: Current law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. Current law authorizes the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Current law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting.

Position

Climate Change

AB 1322 (Rivas, Robert D) California Global Warming Solutions Act of 2006: aviation greenhouse gas emissions reduction plan.

Current Text: Amended: 6/9/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/9/2022

Status: 6/14/2022-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 6/8/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would require the State Air Resources Board, on or before July 1, 2024, to develop a plan, consistent with federal law, to reduce aviation greenhouse gas emissions and help the state reach its goal of net-zero greenhouse gas emissions by 2045. The bill would require the state board to update the plan every 5 years. The bill would require the state board, on or before December 31, 2025, to implement the plan to achieve these goals. This bill contains other related provisions and other existing laws.

Position

AB 1384 (Gabriel D) Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022.

Current Text: Amended: 8/26/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 8/26/2021

Status: 4/19/2022-Read second time. Ordered to third reading.

Location: 4/19/2022-S. THIRD READING

Summary: Current law requires the Natural Resources Agency to release a draft of the state's climate adaptation strategy, known as the Safeguarding California Plan, by January 1, 2017, and every 3 years thereafter, to update the plan by July 1, 2017, and every 3 years thereafter, and to coordinate with other state agencies to identify vulnerabilities to climate change by sectors and priority actions needed to reduce the risks in those sectors. Existing law requires, to address the vulnerabilities identified in the plan, state agencies to maximize specified objectives. This bill would instead require the agency to release the draft plan by January 1, 2024, and every 3 years thereafter, and to update the plan by July 1, 2024, and every 3 years thereafter.

Position

AB 1640 (Ward D) Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.

Current Text: Amended: 5/19/2022 [html](#) [pdf](#)

Introduced: 1/12/2022

Last Amend: 5/19/2022

Status: 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/28/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the Office of Planning and Research to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.

Position

SB 852 (Dodd D) Climate resilience districts: formation: funding mechanisms.

Current Text: Amended: 6/6/2022 [html](#) [pdf](#)

Introduced: 1/18/2022

Last Amend: 6/6/2022

Status: 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (June 27). Re-referred to Com. on APPR.

Location: 6/27/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, unless the district is specified as otherwise. The bill would require a district to finance only specified projects that meet the definition of an eligible project. The bill would define "eligible project" to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. The bill would establish project priorities and would authorize districts to establish additional priorities.

Position

SB 867 (Laird D) Sea level rise: planning and adaptation.

Current Text: Amended: 6/13/2022 [html](#) [pdf](#)

Introduced: 1/24/2022

Last Amend: 6/13/2022

Status: 6/13/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/6/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Current law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would require a local government, as defined, lying in

whole or in part, within the coastal zone, as defined, or within the jurisdiction of the San Francisco Bay Conservation and Development Commission, as defined, to implement sea level rise planning and adaptation through either submitting a local coastal program, as defined, to the California Coastal Commission or submitting a subregional San Francisco Bay shoreline resiliency plan to the San Francisco Bay Conservation and Development Commission, as applicable, by January 1, 2026. The bill would require those local governments to provide a comprehensive update to that planning and adaptation every 10 years, and technical adjustments every 5 years, as prescribed.

Position

Economic Development

AB 1864 (Gipson D) Income taxation: credits: small business employers.

Current Text: Amended: 4/18/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Last Amend: 4/18/2022

Status: 5/2/2022-In committee: Hearing for testimony only.

Location: 3/24/2022-A. REV. & TAX

Summary: The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, under both laws, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would allow a credit against those taxes to qualified small business employers in an amount equal to \$434 for each newly hired employee, as specified, whose permanent place of residence is within a 5-mile radius of the employee's primary worksite.

Position

AB 2164 (Lee D) Disability access: certified access specialist program: funding.

Current Text: Amended: 5/19/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 5/19/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Summary: Current law requires the State Architect to establish and publicize a program for voluntary certification by the state of any person who meets specified criteria as a certified access specialist (CASp), as provided. Current law, on and after January 1, 2018, and until December 31, 2023, inclusive, requires any applicant for an original or renewal of a local business license or equivalent instrument or permit to pay an additional fee of \$4 for that license, instrument, or permit, or in any city, county, or city and county that does not issue a business license or an equivalent instrument or permit, existing law requires an applicant for a building permit to pay an additional fee of \$4, to be collected by the city, county, or city and county that issued the license, instrument, or permit for specified purposes related to disability access, including the CASp program. Commencing January 1, 2024, that fee is reduced to \$1. Current law requires a portion of those fees to be deposited in the Disability Access and Education Revolving Fund. This bill would repeal the provision reducing the fee to \$1 commencing January 1, 2024, thereby extending the operation of this fee at the amount of \$4 indefinitely. By expanding the increased fee deposited into the Disability Access and Education Revolving Fund, this bill would make an appropriation.

Position

AB 2342 (Cervantes D) Community Economic Resilience Fund Program.

Current Text: Amended: 6/15/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/15/2022

Status: 6/28/2022-Read second time. Ordered to third reading.

Location: 6/28/2022-S. THIRD READING

Summary: Current law establishes the Community Economic Resilience Fund Program within the Workforce Services Branch of the Employment Development Department within the Labor and Workforce Development Agency. Current law requires the program to provide financial support to establish and support high road transition collaboratives, as specified, and sets forth requirements for the program and collaboratives. Current law provides planning grants to establish and support at least one collaborative per region in areas that have had disproportionate impacts due to COVID-19 and would provide implementation grants on a rolling and competitive basis to fund economic recovery, as specified. Current law requires the Labor and Workforce Development Agency, working with the Office

of Planning and Research, and the Governor's Office of Business and Economic Development to manage the design and operation of the program solicitation and award processes. Current law also sets forth outcome and reporting requirements for program grantees. This bill would, among other things, require the Inter-Agency Leadership Team to include policies for grant funds to fund business and workforce investments in multiple sectors, and connect, in each of those sectors, to any existing or emerging high road training partnerships, state and federal recognized apprenticeship and preapprenticeship programs, and high road construction career training programs, in addition to other workforce programs that support career pathways to high road jobs, require collaboratives to engage local and regional planning efforts, and require the Workforce Services Branch to make available copies of the reports on the internet websites of each agency of the Inter-Agency Leadership Team within 30 days of submitting the reports.

Position

AB 2681 (Bloom D) The California Concert and Festival Crowd Safety Act.

Current Text: Amended: 6/15/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/15/2022

Status: 6/22/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 5. Noes 0.) (June 22). Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would establish minimum crowd safety standards for large outdoor events, would require a local authority, as defined, to adopt those standards, and would require a promoter to develop an event operations plan before receiving a permit to host a large outdoor event. The bill would authorize a local authority to charge a promoter a reasonable fee for the cost of the review and approval of the plan. The bill would authorize a local authority to issue a permit for a large outdoor event, as defined, upon a promoter's satisfactory completion of the plan and would specify that the bill does not prevent a local authority from adopting additional requirements for large outdoor events.

Position

SB 440 (Dodd D) State Board of Equalization: returns and payment: extension: state of emergency.

Current Text: Amended: 6/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 6/16/2022

Status: 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 11. Noes 0.) (June 27). Re-referred to Com. on APPR.

Location: 6/28/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Current law authorizes the State Board of Equalization for good cause to extend the time, not to exceed one month, for a taxpayer to submit any return or pay any amount required to be paid under provisions of the Alcoholic Beverage Tax Law. In the case of a disaster, as defined, current law authorizes the board to extend the time for making any report or return or paying any tax required under this part by up to 3 months. Current law also authorizes the board to relieve a person of a penalty imposed, or interest accrued, for failure to make a timely return or payment in specified circumstances, including reasonable cause and circumstances beyond the person's control. This bill would authorize the board to extend the time, not to exceed 3 months, for a taxpayer to make any report or return or pay any tax required under provisions of the Alcoholic Beverage Tax Law for any person in an area identified in a state of emergency proclamation by the Governor.

Position

Emergency Management

AB 2477 (Rodriguez D) Emergency alert and warning service providers: minimum operating standards.

Current Text: Amended: 5/19/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 5/19/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/28/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO,

Chair

Summary: Current law, on or before July 1, 2022, requires the Office of Emergency Services (OES), in consultation with specified entities, to develop voluntary guidelines for alerting and warning the public of an emergency, and requires the OES to provide each city, county, and city and county with a copy of the guidelines. Current law authorizes the OES to impose conditions upon application for voluntary grant funding that it administers requiring operation of alert and warning activities consistent with the guidelines. Current law also requires the OES, within 6 months of making the statewide guidelines available and at least annually thereafter and through its California Specialized Training Institute, to develop an alert and warning training, as specified. This bill, on or before July 1, 2024, would require the OES, by regulation, to adopt minimum operating standards for private sector companies that provide alert and warning services to local entities.

Position

Employee Relations

AB 1949 (Low D) Employees: bereavement leave.

Current Text: Amended: 6/30/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 6/30/2022

Status: 6/30/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Existing law, commonly known as the California Family Rights Act, which is a part of the California Fair Employment and Housing Act, makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. This bill would additionally make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined. The bill would require that leave be completed within 3 months of the date of death. The bill would require that leave be taken pursuant to any existing bereavement leave policy of the employer. Under the bill, in the absence of an existing policy, the bereavement leave would be unpaid, however, the bill would authorize an employee to use certain other leave balances otherwise available to the employee, including accrued and available paid sick leave. This bill contains other related provisions and other existing laws.

Position

AB 2693 (Reyes D) COVID-19: exposure.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 6/28/2022-Read second time. Ordered to third reading.

Location: 6/28/2022-S. THIRD READING

Summary: The California Occupational Safety and Health Act of 1973 authorizes the Division of Occupational Safety and Health to prohibit the performance of an operation or process, or entry into that place of employment when, in its opinion, a place of employment, operation, or process, or any part thereof, exposes workers to the risk of infection with COVID-19, so as to constitute an imminent hazard to employees. Current law requires a notice of the prohibition to be posted in a conspicuous location at the place of employment and makes violating the prohibition or removing the notice, except as specified, a crime. Current law requires that the prohibition be issued in a manner so as not to materially interrupt the performance of critical governmental functions essential to ensuring public health and safety functions or the delivery of electrical power, renewable natural gas, or water. Current law requires that these provisions not prevent the entry or use, with the division's knowledge and permission, for the sole purpose of eliminating the dangerous conditions. This bill would extend those provisions until January 1, 2025.

Position

SB 1044 (Durazo D) Employers: state of emergency or emergency condition: retaliation.

Current Text: Amended: 6/29/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 6/29/2022

Status: 6/29/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/27/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would prohibit an employer, in the event of a state of emergency or an emergency condition, as defined, from taking or threatening adverse action against any employee for refusing to report to, or leaving, a workplace within the affected area because the employee feels unsafe, except as specified. The bill would also prohibit an employer from preventing any employee, including employees of public entities, as specified, from accessing the employee's mobile device or other communications device for seeking emergency assistance, assessing the safety of the situation, or communicating with a person to confirm their safety. The bill would require an employee to notify the employer of the state of emergency or emergency condition requiring the employee to leave or refuse to report to the workplace, as specified. The bill would clarify that these provisions are not intended to apply when a declared official state of emergency remains in place but emergency conditions that pose an imminent and ongoing risk of harm to the workplace, the worker, or the worker's home have ceased.

Position

Energy

SB 833 (Dodd D) Community Energy Resilience Act of 2022.

Current Text: Amended: 6/30/2022 [html](#) [pdf](#)

Introduced: 1/4/2022

Last Amend: 6/30/2022

Status: 6/30/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/29/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Current law establishes within the Natural Resources Agency the State Energy Resources Conservation and Development Commission. Current law assigns the commission various duties, including applying for and accepting grants, contributions, and appropriations, and awarding grants consistent with the goals and objectives of a program or activity the commission is authorized to implement or administer. This bill, the Community Energy Resilience Act of 2022, would require the commission to develop and implement a grant program to award grants through a noncompetitive process for local governments to develop community energy resilience plans that help achieve energy resilience objectives and state clean energy and air quality goals.

Position

Environmental Services

AB 1749 (Garcia, Cristina D) Community emissions reduction programs: toxic air contaminants and criteria air pollutants.

Current Text: Amended: 6/30/2022 [html](#) [pdf](#)

Introduced: 2/1/2022

Last Amend: 6/30/2022

Status: 6/30/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Existing law requires the State Air Resources Board to prepare, and to update at least once every 5 years, a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. This bill would require the state board to additionally identify in each statewide strategy update measures to reduce criteria air pollutants and toxic air contaminants. The bill would authorize an air district that is required to adopt a community emissions reduction program to take up to one additional year to adopt the program, if the state board and community-based organizations agree. The bill would require an air district that is required to adopt a community emissions reduction program to additionally include in its annual report a summary of updates to the program made to ensure consistency with the statewide strategy. The bill would require an air district with a population of 1,000,000 persons or more that issues permits to stationary sources of criteria air pollutants or toxic air contaminants to make available in an easily identifiable location on the air district's internet website all permits issued by the air district for those stationary sources. By increasing the duties of air districts, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

Position

AB 2076 (Rivas, Luz D) Extreme Heat and Community Resilience Program: Extreme Heat and Health Reporting System.

Current Text: Amended: 6/13/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 6/13/2022

Status: 6/23/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 22). Re-referred to Com. on APPR.

Location: 6/23/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would establish the Extreme Heat and Community Resilience Program in the office, to be administered by the Office of Planning and Research through the Integrated Climate Adaptation and Resiliency Program (ICARP), for the purpose of coordinating state efforts and supporting local and regional efforts to prevent or mitigate the impacts of, and reduce the public health risks of, heat. The bill would require the office to coordinate with other state agencies to implement the program and update the Extreme Heat Action Plan. The bill would require the Director of State Planning and Research to appoint a Chief Heat Officer to coordinate state activities and funding to address heat and oversee the implementation of the program. The bill would require the advisory council to, among other things, advise and provide input to the office on actions to improve the effectiveness of the program. The bill would require the office, when making appointments to the advisory council, to ensure that the advisory council is comprised of members with the necessary expertise to advise on the implementation of the program. Upon appropriation by the Legislature, the bill would require the office, as part of the program, to award grants and provide technical assistance to eligible entities, as defined, that support local and regional efforts to mitigate the impacts and reduce the public health risks of heat. The bill would require the office, in the awarding of grants, to prioritize projects that serve disadvantaged or vulnerable communities, as specified, that demonstrate participation in a regional climate collaborative program, or that are a component of a comprehensive heat action plan.

Position

AB 2238 (Rivas, Luz D) Extreme heat: statewide extreme heat ranking system.

Current Text: Amended: 6/13/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/13/2022

Status: 6/23/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (June 22). Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would require the California Environmental Protection Agency, by January 1, 2024, to develop a statewide extreme heat ranking system in coordination with the ICARP, the State Department of Public Health, and the Department of Insurance, as provided. The bill would also require the Department of Insurance, by July 1, 2024, to transmit a study of, among other things, past extreme heat events and the effectiveness of insurance coverages, as specified, to prevent losses or help communities plan public health initiatives related to combating the effects of extreme heat, insurance options that will support specified adaptation, preparedness, and resilience measures, and recommendations for overcoming barriers encountered by local governments that are trying to use insurance or other financing tools to fund or support heat risk mitigation or adaptation strategies to the agency, the ICARP, and certain legislative policy committees, and to post the study on its internet website. The bill would require the ICARP to develop a public communication plan for the statewide extreme heat ranking system, recommend partnerships with local health departments and local and tribal governments, and develop statewide guidance for local and tribal governments in the preparation and planning for extreme heat events, and review the heat ranking system, as specified.

Position

AB 2251 (Calderon D) Urban forestry: statewide strategic plan.

Current Text: Amended: 6/21/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/21/2022

Status: 6/21/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/20/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO,

Chair

Summary: Would require the Department of Forestry and Fire Protection to complete a statewide strategic plan, as specified, to achieve a 10% increase of tree canopy cover in urban areas by 2035. The bill would require the department to submit the plan to the Legislature on or before June 30, 2025.

Position

AB 2419 (Bryan D) Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Advisory Committee.

Current Text: Amended: 6/9/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/9/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (June 28). Re-referred to Com. on APPR.

Location: 6/28/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation's infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and disadvantaged unincorporated communities and, except as specified, a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. The bill would require state agencies administering those federal funds to perform specified tasks related to the expenditure of those federal funds.

Position

AB 2451 (Wood D) State Water Resources Control Board: drought planning.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/23/2022

Status: 6/23/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/20/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Existing law requires the State Water Resources Control Board to formulate and adopt state policy for water quality control. This bill would create a Drought Section within the state board, as specified. The bill would require the state board, in consultation with the Department of Fish and Wildlife, to adopt principles and guidelines for diversion and use of water in coastal watersheds, as specified, during times of water shortage for drought preparedness and climate resiliency. The bill would require that the principles and guidelines provide for the development of watershed-level contingency plans to support public trust uses, public health and safety, and the human right to water in times of water shortage, among other things. The bill also would require the state board, prior to adopting those principles and guidelines, to allow for public comment and hearing, as provided. The bill would require the state board to adopt those principles and guidelines no later than March 31, 2024.

Position

SB 42 (Wieckowski D) Department of Fish and Wildlife: Eden Landing Ecological Reserve.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 6/23/2022

Status: 6/27/2022-Read second time. Ordered to third reading.

Location: 6/27/2022-A. THIRD READING

Summary: Would amend the Budget Act of 2021 by revising "Congressman Pete Stark Ecological Reserve" to "Congressman Pete Stark Ecological Reserve at Eden Landing" within that appropriation and would rename the "Eden Landing Ecological Reserve," as specified in certain regulations, the "Congressman Pete Stark Ecological Reserve at Eden Landing." The bill would require the department to implement that name change and would provide that, notwithstanding any other law, commission approval is not required to implement the name change.

Position
Watch

SB 989 (Hertzberg D) Property taxation: taxable value transfers: disclosure and deferment.

Current Text: Amended: 6/29/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 6/29/2022

Status: 6/29/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/28/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Current property tax law authorizes, pursuant to constitutional authorization, on and after April 1, 2021, any person who is over 55 years of age, any severely and permanently disabled person, or a victim of wildfire or natural disaster who resides in property that is eligible for the homeowner's exemption or the disabled veteran's exemption to transfer the taxable value of that property to a replacement dwelling that is purchased or newly constructed as a principal residence within 2 years of the sale of the original property, as provided. Current property tax law provides for the payment of taxes on the secured roll in 2 installments, which are due and payable on November 1 and February 1, respectively. Under existing property tax law, unpaid property taxes become delinquent, and subject to a delinquent penalty of 10%, as provided. Current property tax law, after the 2nd installment becomes delinquent, requires the tax collector to collect a cost of \$10 for preparing the delinquent tax records and giving notice of delinquency and to prepare a delinquent roll, as provided. Under existing property tax law, the taxes, assessments, penalties, and costs on certain real property which have not been paid are declared to be in default at 12:01 a.m. on July 1. This bill would require, except as provided, payment of property taxes for a property to be deferred, without penalty or interest, if the property owner has claimed the property tax relief described above, but the county assessor has not completed its determination of the property's eligibility for that relief, and the person requests deferment with the county assessor within one calendar year, but before January 1, 2024, of receiving the first tax bill for the property. The bill would defer those property taxes until the county assessor has reassessed the property and a corrected tax bill has been prepared and sent to the property owner or the county assessor has determined the property is not eligible for the property tax relief.

Position

SB 991 (Newman D) Public contracts: progressive design-build: local agencies.

Current Text: Amended: 6/20/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 6/20/2022

Status: 6/20/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/16/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would, until January 1, 2029, authorize local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for up to 15 public works projects in excess of \$5,000,000 for each project, similar to the progressive design-build process authorized for use by the Director of General Services. The bill would require a local agency that uses the progressive design-build process to submit, no later than January 1, 2028, to the appropriate policy and fiscal committees of the Legislature a report on the use of the progressive design-build process containing specified information, including a description of the projects awarded using the progressive design-build process. The bill would require the design-build entity and its general partners or joint venture members to verify specified information under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program.

Position

SB 1078 (Allen D) Sea Level Rise Revolving Loan Pilot Program.

Current Text: Amended: 5/19/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 5/19/2022

Status: 6/21/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (June 20). Re-referred to Com. on APPR.

Location: 6/20/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would require the Ocean Protection Council, in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions, as defined, for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property, as defined, located in specified communities,

including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council. The bill would require the conservancy, in consultation with the council, to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program.

Position

SB 1124 (Archuleta D) Public health goal: primary drinking water standard: manganese.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/23/2022

Status: 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (June 28). Re-referred to Com. on APPR.

Location: 6/28/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would require, on or before July 1, 2025, the Office of Environmental Health Hazard Assessment (OEHHA) to prepare a public health goal for manganese, as provided. The bill would require the State Water Resources Control Board, after OEHHA publishes a public health goal for manganese, to adopt a primary drinking water standard, as defined, for manganese and to establish for that standard, and for the period before adoption of that standard, monitoring requirements for manganese, as specified. The bill would require, on or before January 31, 2024, the state board to consider establishing a notification and response level for manganese that would remain in place until the state board adopts a primary drinking water standard for manganese. The bill would authorize the state board, before adopting a primary drinking water standard for manganese, to continue to provide funding for treatment, source protection, and alternative water supplies and to continue to require community water systems to monitor manganese in their source water and within their distribution systems, as provided.

Position

SB 1144 (Wiener D) Water efficiency and quality assessment reports: state buildings and public school buildings.

Current Text: Amended: 6/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/16/2022

Status: 6/29/2022-VOTE: Do pass as amended and be re-referred to the Committee on [Appropriations] (PASS)

Location: 6/29/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: The California Safe Drinking Water Act requires the State Water Resources Control Board (state board) to administer provisions relating to the regulation of drinking water to protect public health. In this regard, existing law prohibits a person from using any pipe, pipe or plumbing fitting or fixture, solder, or flux that is not lead free in the installation or repair of any public water system or any plumbing in a facility providing water for human consumption, except as provided. This bill would require, no later than January 1, 2025, except as provided, an operating agency, as defined, to complete a water efficiency and quality assessment report, as specified, for each covered building. The bill would define a "covered building" to mean a building owned and occupied, or leased, maintained, and occupied, by a state agency, or a public school building, as described. If the report identifies noncompliant plumbing fixtures and noncompliant appliances, the bill would require the operating agency to replace those fixtures and appliances that fail to meet water efficiency standards, as specified, at the earliest practical time, subject to available funding. If the report determines that a building's potable water system is contaminated with lead, the bill would require the operating agency to fit all drinking and cooking water sources with particulate and lead filters as soon as possible, no later than one year from receipt of the report, subject to available funding, as specified. If the report determines that a building contains lead pipe, the bill would require the operating agency to replace the lead pipe at the earliest practical time, subject to available funding.

Position

SB 1194 (Allen D) Public restrooms: building standards.

Current Text: Amended: 6/22/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/22/2022

Status: 6/23/2022-Read second time. Ordered to third reading.

Location: 6/23/2022-A. THIRD READING

Summary: Would authorize a city, county, or city and county to require, by ordinance or resolution, that public restrooms constructed within its jurisdiction comply with specified requirements instead of complying with the plumbing standards set forth in the California Building Standards Code. This bill would, except as specified, authorize public toilet facilities to be designed to serve all genders, as specified. The bill would give a city, county, or city and county discretion to exclude certain occupancies from the bill's requirements.

Position

SB 1261 (Stern D) Energy: low-emissions buildings.

Current Text: Amended: 6/15/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/15/2022

Status: 6/27/2022-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.

Location: 6/27/2022-A. RLS.

Summary: Current law requires the Department of Community Services and Development to develop and administer the Energy Efficiency Low-Income Weatherization Program. This bill would require the department, upon appropriation by the Legislature, to develop and administer the Multifamily Rapid Deployment Building Decarbonization and Extreme Heat Program to identify and deploy replicable, scalable, and affordable upgrades for multifamily building types that reduce emissions of greenhouse gases and improve the health and comfort of residents in multifamily buildings, as provided. The bill would require the department to develop the guidelines for the program on or before April 1, 2023, and to begin implementing the program on or before September 30, 2023.

Position

SB 1297 (Cortese D) Low-embodied carbon building materials: carbon sequestration.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/23/2022

Status: 6/23/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/20/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would require the Energy Commission, in consultation with specified state agencies and other entities, to develop a plan as part of the 2023 Integrated Energy Policy Report to advance low-carbon materials and methods in building and construction projects that details a strategy and recommendations to minimize embodied carbon and maximize carbon sequestration in building materials, as provided. The bill would require the state board to develop an accounting protocol to quantify embodied carbon and carbon sequestration in building materials. Following the adoption of that protocol, the bill would require the Natural Resources Agency to incorporate, as appropriate, projects using low-embodied carbon building materials or carbon sequestration in building materials into the California Carbon Sequestration and Climate Resiliency Project Registry. The bill would require the Office of Planning and Research to evaluate the circumstances in which the use of low-embodied carbon building materials or carbon sequestration in building materials is an acceptable mitigation measure pursuant to the California Environmental Quality Act.

Position

Housing

AB 561 (Ting D) Help Homeowners Add New Housing Program: accessory dwelling unit financing.

Current Text: Amended: 6/13/2022 [html](#) [pdf](#)

Introduced: 2/11/2021

Last Amend: 6/13/2022

Status: 6/16/2022-Re-referred to Com. on RLS pursuant to Senate Rule 29.10(c). Re-referred to Com. on B. & F.I.

Location: 6/16/2022-S. B. & F. I.

Summary: Current law establishes the Capital Access Loan Program to assist qualified small businesses in financing the costs of complying with environmental mandates and the remediation of contamination on their properties, which is administered by the California Pollution Control Financing

Authority. Under the program, the authority may enter into contracts with participating financial institutions and is required to establish a loss reserve account with each participating financial institution. Under the program, a participating financial institution that experiences a default on a qualified loan enrolled in the Capital Access Loan Program may obtain reimbursement from the authority by submitting a claim for reimbursement for a specified amount of the loss covered by that loan, subject to certain procedures. This bill, upon appropriation by the Legislature, would require the office of the Treasurer to establish and administer the Help Homeowners Add New Housing Program for the purpose of protecting participating financial institutions, as defined, from default on loans provided to a qualified homeowner to construct an accessory dwelling unit.

Position

AB 682 (Bloom D) Planning and zoning: density bonuses: shared housing buildings.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 6/23/2022

Status: 6/23/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, 10% of the total units of a housing development for rental or sale to lower income households, as defined, or 5% of the total units for rental or sale to very low income households, as defined, and meets other requirements. This bill would provide that a housing development eligible for a density bonus be provided under these provisions includes a shared housing building, as defined, that will contain either 10% of the total units for lower income households or 5% of the total units for very low income households, as described above. The bill would prohibit the city, county, or city and county from requiring any minimum unit size requirements or minimum bedroom requirements in conflict with the bill's provisions with respect to a shared housing building eligible for a density bonus under these provisions.

Position

AB 916 (Salas D) Zoning: accessory dwelling units: bedroom addition.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 6/23/2022

Status: 6/30/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 29). Re-referred to Com. on APPR.

Location: 6/30/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would prohibit a city or county legislative body from adopting or enforcing an ordinance requiring a public hearing as a condition of reconfiguring existing space to increase the bedroom count within an existing dwelling unit. The bill would apply these provisions only to a permit application for no more than 2 additional bedrooms within an existing dwelling unit. The bill would specify that these provisions are not to be construed to prohibit a local agency from requiring a public hearing for a proposed project that would increase the number of dwelling units within an existing structure. The bill would include findings that ensuring adequate housing is a matter of statewide concern and is not a municipal affair, and that the provision applies to all cities, including charter cities.

Position

Oppose

AB 1288 (Quirk-Silva D) Income tax credits: low-income housing: California Debt Limit Allocation Committee rulemaking.

Current Text: Amended: 6/21/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/21/2022

Status: 6/21/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/15/2022-S. APPR.

Summary: Current federal law prescribes a volume ceiling on the aggregate amount of private activity bonds that may be issued in a state. Current law creates the California Debt Limit Allocation Committee (CDLAC) for the purpose of administering the volume limit for the state on private activity bonds through an allocation system. Current law authorizes CDLAC to adopt, amend, or repeal rules and regulations as emergency regulations in accordance with the rulemaking provisions of the

Administrative Procedure Act. This bill, instead, would authorize CDLAC to adopt, amend, or repeal rules and regulations without complying with the procedural requirements of the Administrative Procedures Act, except as specified. The bill would make rules and regulations adopted, amended, or repealed by CDLAC effective immediately upon adoption. The bill would repeal these changes to existing law on January 1, 2028.

Position

[AB 1369](#) (Bennett D) Buy Clean California Act: eligible materials: product-specific global warming potential emissions.

Current Text: Amended: 6/8/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/8/2022

Status: 6/15/2022-From committee: Do pass and re-refer to Com. on E.Q. (Ayes 9. Noes 5.) (June 14). Re-referred to Com. on E.Q. From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (June 15). Re-referred to Com. on APPR.

Location: 6/14/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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, set at the industry average of facility-specific global warming potential emissions for that material, expressed as specified. Current law defines "eligible materials" for those purposes to mean carbon steel rebar, flat glass, mineral wool board insulation, or structural steel. This bill would revise the definition of "eligible materials" to delete mineral wool board insulation and additionally include gypsum board, insulation, carpet and carpet tiles, and ceiling tiles.

Position

[AB 1515](#) (Santiago D) Outreach, Education, and Free Tax Assistance Grant Program.

Current Text: Amended: 5/26/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/26/2022

Status: 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 29).

Location: 6/30/2022-S. APPR.

Summary: Would enact the Free Tax Prep and Community Engagement Act, which would establish the Outreach, Education, and Free Tax Assistance Grant Program. Upon appropriation by the Legislature, the bill would require the Franchise Tax Board to allocate grants to qualified nonprofit community-based organizations or local government agencies with the goal of increasing the number of eligible households claiming the state and federal Earned Income Tax Credit, the federal Child Tax Credit, the Young Child Tax Credit, and the Foster Youth Tax Credit, and to increase awareness of ITIN tax status eligibility. The bill would authorize the Franchise Tax Board to administratively partner with the Department of Community Services and Development to administer the program. The bill would establish the Outreach, Education, and Free Tax Assistance Grant Fund in the State Treasury for these purposes.

Position

[AB 1551](#) (Santiago D) Planning and zoning: development bonuses: mixed-use projects.

Current Text: Amended: 1/13/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 1/13/2022

Status: 6/22/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 5. Noes 0.) (June 22). Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: 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 specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Previously existing law, until January 1, 2022, required a city, county, or city and county to grant a commercial developer a development bonus, as specified, when an applicant for approval of a commercial development had entered into an agreement for partnered housing with an affordable

housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing. This bill would reenact the above-described provisions regarding the granting of development bonuses to certain projects. The bill would require a city or county to annually submit to the Department of Housing and Community Development information describing an approved commercial development bonus. The bill would repeal these provisions on January 1, 2028.

Position

[AB 1602](#) (McCarty D) Student, faculty, and staff housing: California Student Housing Revolving Loan Fund Act of 2022.

Current Text: Amended: 6/22/2022 [html](#) [pdf](#)

Introduced: 1/3/2022

Last Amend: 6/22/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 29). Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would establish the California Student Housing Revolving Loan Fund Act of 2022 to provide zero-interest loans to qualifying applicants of the University of California, the California State University, and the California Community Colleges for the purpose of constructing affordable student housing and affordable faculty and staff housing, as specified. The bill would establish the California Student Housing Revolving Fund as a continuously appropriated fund in the State Treasury, thereby making an appropriation. The bill would state the intent of the Legislature to appropriate \$5,000,000,000 for purposes of the housing loans. The bill would require the California School Finance Authority and the California Educational Facilities Authority to submit a report, by March 15, 2024, to the Department of Finance and the budget committees of the Assembly and Senate containing information on the act, as provided. The bill would apply certain provisions of the California Educational Facilities Authority Act to the University of California and the California State University for purposes of housing projects, as defined.

Position

[AB 1695](#) (Santiago D) Affordable housing loan and grant programs: adaptive reuse.

Current Text: Amended: 4/18/2022 [html](#) [pdf](#)

Introduced: 1/25/2022

Last Amend: 4/18/2022

Status: 6/22/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 21). Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law establishes various programs and funding sources administered by the Department of Housing and Community Development to enable the development of affordable housing, including, among others, the Building Homes and Jobs Act, the Multifamily Housing Program, and the Housing for a Healthy California Program. This bill would provide that any notice of funding availability issued by the department for an affordable multifamily housing loan and grant program shall state that adaptive reuse of a property for affordable housing purposes is an eligible activity. The bill would define "adaptive reuse" for these purposes to mean the retrofitting and repurposing of an existing building to create new residential units.

Position

Support

[AB 2006](#) (Berman D) Regulatory agreements: compliance monitoring.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 6/22/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (June 21). Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would, on or before January 1, 2024, require the Department of Housing and Community Development, the California Housing Finance Agency, and the California Tax Credit Allocation Committee to enter into a memorandum of understanding to streamline the compliance monitoring of affordable housing developments that are subject to a regulatory agreement with more than one of these entities. The bill would require the memorandum of understanding to ensure that only one entity

conducts physical inspections for a particular project, eliminate the submission of duplicate information, and to provide for a single process to obtain specified approvals.

Position

AB 2011 (Wicks D) Affordable Housing and High Road Jobs Act of 2022.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 6/23/2022

Status: 6/30/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 29). Re-referred to Com. on APPR.

Location: 6/30/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would create the Affordable Housing and High Road Jobs Act of 2022, which would make certain housing developments that meet specified affordability and site criteria and objective development standards a use by right within a zone where office, retail, or parking are a principally permitted use, and would subject these development projects to one of 2 streamlined, ministerial review processes. The bill would require a development proponent for a housing development project approved pursuant to the streamlined, ministerial review process to require, in contracts with construction contractors, that certain wage and labor standards will be met, including a requirement that all construction workers be paid at least the general prevailing rate of wages, as specified. The bill would require a development proponent to certify to the local government that those standards will be met in project construction. By expanding the crime of perjury, the bill would impose a state-mandated local program.

Position

AB 2186 (Grayson D) Housing Cost Reduction Incentive Program.

Current Text: Amended: 5/2/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 5/2/2022

Status: 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 29).

Location: 6/30/2022-S. APPR.

Summary: Would establish the Housing Cost Reduction Incentive Program, to be administered by the Department of Housing and Community Development, for the purpose of reimbursing cities, counties, and cities and counties for development impact fee reductions provided to qualified housing developments, as defined, and for the reasonable interest costs associated with impact fee deferrals. Upon appropriation, the bill would require the department to provide grants to applicants in an amount equal to 50% of the amount of development impact fee reduced for a qualified housing development and grants to applicants in an amount equal to the accrued interest on a deferred development impact fee, as provided. This bill would require the department to administer these grants by issuing a Notice of Funding Availability before December 31 of the year that the program receives funding, as specified, and accepting grant applications after the subsequent year. The bill would require a public entity that receives grant funds under the program to use those funds solely for those purposes for which the development impact fee that was reduced or deferred would have been used. The bill would require the department to adopt guidelines to implement the program and exempt those guidelines from the rulemaking provisions of the Administrative Procedure Act.

Position

AB 2218 (Quirk-Silva D) California Environmental Quality Act: standing: proposed infill housing projects.

Current Text: Amended: 3/9/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 3/9/2022

Status: 3/17/2022-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.

Location: 3/17/2022-A. RLS.

Summary: The California Environmental Quality Act (CEQA) establishes procedures applicable to an action or proceeding brought to challenge a public agency's action on the grounds of noncompliance with CEQA. This bill would provide that a person does not have standing to bring an action or proceeding to attack, review, set aside, void, or annul acts or decisions of a public agency undertaken to implement a project involving the development of housing at an infill site, unless the person resides within 20 miles of the project.

Position

Support

AB 2233 (Quirk-Silva D) Excess state land: development of affordable housing.

Current Text: Amended: 4/21/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 4/21/2022

Status: 6/22/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 21). Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law establishes the Department of General Services (DGS) in the Government Operations Agency for purposes of, among other things, planning, acquiring, constructing, and maintaining state buildings and property. Under current law, by executive order, the DGS was required to, among other things, create a digitized inventory of all excess state land, create screening tools for prioritizing affordable housing development on excess state land, and issue requests for proposals for and select affordable housing developments on excess state land, as described. This bill would require the DGS to develop, no later than September 1, 2023, a set of criteria to consistently evaluate state-owned parcels for suitability as affordable housing sites. The bill would also require, on or before July 1, 2024, and every 4 years thereafter, the DGS to, among other things, conduct a review of all state-owned property and identify state-owned parcels that are potentially viable for affordable housing based on those criteria. The bill would require the DGS to create, no later than April 30, 2024, a digitized inventory of all excess state land, as defined, by, among other things, conducting a comprehensive survey of all state-owned property.

Position

AB 2234 (Rivas, Robert D) Planning and zoning: housing: postentitlement phase permits.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 6/23/2022

Status: 6/23/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would require a local agency to compile a list of information needed to approve or deny a postentitlement phase permit, as defined, to post an example of a complete, approved application and an example of a complete set of postentitlement phase permits for at least 5 types of housing development projects in the jurisdiction, as specified, and to make those items available to all applicants for these permits no later than January 1, 2024. The bill would define "local agency" for these purposes to mean a city, county, or city and county.

Position

AB 2295 (Bloom D) Local educational agencies: housing development projects.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/23/2022

Status: 6/23/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would deem a housing development project an allowable use on any real property owned by a local educational agency, as defined, if the housing development satisfies certain conditions, including other local objective zoning standards, objective subdivision standards, and objective design review standards, as described. The bill would deem a housing development that meets these requirements consistent, compliant, and in conformity with local development standards, zoning codes or maps, and the general plan. The bill, among other things, would authorize the land used for the development of the housing development to be jointly used or jointly occupied by the local educational agency and any other party, subject to specified requirements. The bill would exempt a housing development project subject to these provisions from various requirements regarding the disposal of surplus land. The bill would make these provisions effective on January 1, 2024, except that the bill would require the Department of Housing and Community Development to provide a specified notice to the planning agency of each county and city on or before January 31, 2023. The bill would repeal its provisions on January 1, 2033.

Position

Oppose

AB 2334 (Wicks D) Density Bonus Law: affordability: incentives or concessions in very low vehicle travel areas: parking standards: definitions.

Current Text: Amended: 5/2/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 5/2/2022

Status: 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (June 29).

Location: 6/30/2022-S. APPR.

Summary: 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 specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law requires that an applicant agree to, and the city, county, or city and county ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for a density bonus, as provided. Current law, for developments where 100% of all units are for lower income households, except as provided, requires that rent for 20% of the units be set at an affordable rent and that rent for the remaining units be at an amount consistent with the maximum rent levels for a housing development that receives an allocation of state or federal low-income housing tax credits from the California Tax Credit Allocation Committee (CTCAC). Current law, with respect to a for-sale unit that qualified the applicant for a density bonus, also requires that the local government enforce an equity sharing agreement, as provided, unless it is in conflict with the requirements of another public funding source or law. This bill, with respect to the affordability requirements applicable to 100% lower income developments, would instead require the rent for the remaining units in the development be set at an amount consistent with the maximum rent levels for lower income households, as those rents and incomes are determined by CTCAC.

Position

AB 2339 (Bloom D) Housing element: emergency shelters: regional housing need.

Current Text: Amended: 6/20/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/20/2022

Status: 6/28/2022-Read second time. Ordered to third reading.

Location: 6/28/2022-S. THIRD READING

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 a housing element. Current law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Current law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The bill would delete language regarding emergency shelter standards structured in relation to residential and commercial developments and instead require that emergency shelters only be subject to specified written, objective standards.

Position

Oppose

AB 2483 (Maienschein D) Housing for individuals experiencing homelessness.

Current Text: Amended: 6/29/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/29/2022

Status: 6/29/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/28/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. This bill would require the department, by December 31, 2023, to award incentives, as specified, to Multifamily Housing Program project applicants that agree to set aside at least 20% of the project's units, or no more than 50% of the projects units if the project includes more than 100 units, for individuals that are either experiencing homelessness or eligible to receive specified services,

including, among others, those received under the Program of All-Inclusive Care for the Elderly. The bill would also require the department to partner with the State Department of Health Care Services to determine the most effective way to align qualifying services in housing projects funded by the Multifamily Housing Program. The bill would require the department to assess tenant outcomes and engage with an evaluator to identify specified information with respect to projects receiving incentives under these provisions, including the number and demographics, including age, race, or ethnicity, and presubsidy housing status, of people being served.

Position

[AB 2592](#) (McCarty D) Housing: underutilized state buildings.

Current Text: Amended: 4/25/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 4/25/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/28/2022-S. APPR.

Summary: Current law requires each state agency annually to review certain proprietary state lands over which it has jurisdiction to determine what land, if any, is in excess of its foreseeable needs and report this in writing to the Department of General Services. Current law requires the department to create a database of information on lands identified by a local government as suitable and available for residential development and information regarding the state lands determined or declared excess, as specified. Current law requires the department to report to the Legislature annually the land declared excess and to request authorization to dispose of the land by sale or otherwise. Current law authorizes the department to dispose of real property declared surplus by the Legislature, as specified. This bill would require, by January 1, 2024, the department to prepare and report to the Legislature a streamlined plan to transition underutilized multistory state buildings into housing for the purpose of expanding affordable housing development and adaptive reuse opportunities.

Position

[AB 2656](#) (Ting D) Housing Accountability Act: disapprovals: California Environmental Quality Act.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/23/2022

Status: 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (June 29).

Location: 6/30/2022-S. APPR.

Summary: The Housing Accountability Act prohibits a local agency from disapproving a housing development project, as described, unless it makes certain written findings based on a preponderance of the evidence in the record. The act defines "disapprove the housing development project" as including any instance in which a local agency either votes and disapproves a proposed housing development project application, including any required land use approvals or entitlements necessary for the issuance of a building permit, or fails to comply with specified time periods. Current law, 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 the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if the lead agency finds that the project will not have that effect. This bill would define "disapprove the housing development project" as also including any instance in which a local agency fails to issue a project an exemption from CEQA for which it is eligible, as described, or fails to adopt a negative declaration or addendum for the project or to approve another comparable environmental document, if certain conditions are satisfied. Among other conditions,

Position

[AB 2705](#) (Quirk-Silva D) Housing: fire safety standards.

Current Text: Amended: 5/23/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 5/23/2022

Status: 6/22/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (June 21). Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law requires the State Fire Marshal to prepare, adopt, and submit building standards and other fire and life safety regulations to the California Building Standards Commission for

approval establishing minimum requirements for the storage, handling, and use of hazardous materials. Current law requires the State Fire Marshal to seek the advice of the Secretary for Environmental Protection in establishing those requirements. This bill would prohibit the legislative body of a city or county from approving a discretionary entitlement, as defined, that would result in a new residential development project, as defined, being located within a very high fire hazard severity zone, unless the city or county finds that the residential development project will meet specified standards intended to address wildfire risks, as specified, and would provide that these provisions do not limit or prohibit a legislative body of a city or county from adopting more stringent standards.

Position

AB 2780 (Arambula D) Dissolution of redevelopment agencies: enhanced infrastructure financing districts: City of Selma.

Current Text: Amended: 5/5/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 5/5/2022

Status: 6/23/2022-Read second time. Ordered to third reading.

Location: 6/23/2022-S. THIRD READING

Summary: Current law authorizes the legislative body of a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. Current law prohibits a city or county that created a redevelopment agency from initiating the creation of an enhanced infrastructure financing district or participating in the governance or financing of an enhanced infrastructure financing district until certain specified events occur, including that the successor agency for the former redevelopment agency created by the city or county has received a finding of completion, as specified. This bill would, notwithstanding those provisions, authorize the City of Selma to initiate, participate in, govern, or finance an enhanced infrastructure financing district if those specified events have occurred, except the requirement to have received a finding of completion, and if the City of Selma, acting as the successor agency to the former Selma Redevelopment Agency, is in compliance with a settlement agreement it has entered into with the state to resolve any redevelopment agency dissolution issues and payments demanded by the county auditor-controller from the funds of the successor agency for subsequent distribution to taxing entities, as specified.

Position

ACA 1 (Aguilar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.

Current Text: Introduced: 12/7/2020 [html](#) [pdf](#)

Introduced: 12/7/2020

Status: 4/22/2021-Referred to Coms. on L. GOV. and APPR.

Location: 4/22/2021-A. L. GOV.

Summary: The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

Position

Support

SB 6 (Caballero D) Local planning: housing: commercial zones.

Current Text: Amended: 6/20/2022 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 6/20/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (June 29). Re-referred to Com. on APPR.

Location: 6/29/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the

need for groups of all households pursuant to specified law, existing law requires the local government to rezone sites within specified time periods and that this rezoning accommodate 100% of the need for housing for very low and low-income households on sites that will be zoned to permit owner-occupied and rental multifamily residential use by right for specified developments. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a parcel that is within a zone where office, retail, or parking are a principally permitted use, if the development and site meet specified requirements, including that the site is not adjacent to an industrial use or agricultural use. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction. The bill would require the housing development to meet all other local requirements, other than those that prohibit residential use, or allow residential use at a lower density than that required by the bill.

Position
Watch

[SB 490](#)

(Caballero D) Community Anti-Displacement and Preservation Program: technical assistance.

Current Text: Amended: 6/8/2022 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 6/8/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 29). Re-referred to Com. on APPR.

Location: 6/29/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would, upon appropriation by the Legislature, establish the Community Anti-Displacement and Preservation Technical Assistance Program, with the purpose of providing technical assistance to qualified entities engaged in acquisition-rehabilitation projects. The bill would define "acquisition-rehabilitation project" as a project to acquire and preserve unsubsidized housing units and attaching long-term affordability restrictions on the housing units. The bill would define "qualified entity" to include an eligible nonprofit corporation, community land trust, public housing authority, a nonprofit, limited-equity, or workforce housing cooperative, a resident association or organization, and a local or regional government agency administering an acquisition-rehabilitation project funding program. This bill contains other related provisions.

Position
Support

[SB 679](#)

(Kamlager D) Los Angeles County: affordable housing.

Current Text: Amended: 6/20/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/20/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (June 29). Re-referred to Com. on APPR.

Location: 6/29/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would establish the Los Angeles County Affordable Housing Solutions Agency and would state that the agency's purpose is to increase the supply of affordable housing in Los Angeles County by providing for significantly enhanced funding and technical assistance at a regional level for renter protections, affordable housing preservation, and new affordable housing production, as specified. The bill would require a board composed of 21 voting members and one nonvoting member from Los Angeles County, as specified, to govern the agency.

Position

[SB 847](#)

(Hurtado D) COVID-19 relief: tenancy: grant program.

Current Text: Amended: 6/16/2022 [html](#) [pdf](#)

Introduced: 1/13/2022

Last Amend: 6/16/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 29). Re-referred to Com. on APPR.

Location: 6/29/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: The COVID-19 Tenant Relief Act, until October 1, 2025, establishes procedural requirements and limitations on evictions for nonpayment of rent due to COVID-19 rental debt, as defined. Current law, among other things, prohibits a tenant that delivers to a landlord or files with the court a declaration, under penalty of perjury, of COVID-19-related financial distress, as defined, from being deemed in default with regard to the COVID-19 rental debt, as prescribed. This bill would, until January

1, 2025, create a grant program under the administration of the Department of Housing and Community Development and would require the department to, among other things, award a program grant, as defined, to a qualified applicant who submits a complete application, as defined, on a first-come, first-served basis, except that the bill would require the department to provide grants to all tier one applicants, as defined, before processing the applications of other applicants, as specified. The bill would define "qualified applicant" to mean a landlord who has applied for rental assistance funds pursuant to the State Rental Assistance Program and satisfies certain criteria, including that the landlord has received a negative final decision, as specified.

Position

SB 897 (Wieckowski D) Accessory dwelling units: junior accessory dwelling units.

Current Text: Amended: 6/30/2022 [html](#) [pdf](#)

Introduced: 2/1/2022

Last Amend: 6/30/2022

Status: 6/30/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/29/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: The Planning and Zoning Law, authorizes a local agency, by ordinance or ministerial approval, to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Current law authorizes a local agency to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit. This bill would require that the standards imposed on accessory dwelling units be objective. For purposes of this requirement, the bill would define "objective standard" as a standard that involves no personal or subjective judgment by a public official and is uniformly verifiable, as specified. The bill would also prohibit a local agency from denying an application for a permit to create an accessory dwelling unit due to the correction of nonconforming zoning conditions, building code violations, or unpermitted structures that do not present a threat to public health and safety and are not affected by the construction of the accessory dwelling unit.

Position

SB 914 (Rubio D) HELP Act.

Current Text: Amended: 5/19/2022 [html](#) [pdf](#)

Introduced: 2/2/2022

Last Amend: 5/19/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 7. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/28/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would enact the HELP (Homeless Equity for Left Behind Populations) Act. The bill would require cities, counties, and continuums of care receiving state funding to address homelessness on or after January 1, 2023, to take specific steps to ensure that the needs of victim service providers and survivors of violence, and a gendered analysis of the causes and consequences of homelessness, are incorporated into homelessness planning and responses. The bill would also impose other homelessness planning and data analysis requirements on these cities, counties, and continuums of care. The bill would prohibit victim service providers, as defined, from being required or expected to enter client-level data into specified homeless data systems and would permit any funding provided to cities, counties, and continuums of care to be used to support the development of these data systems and the maintenance of comparable databases, as specified.

Position

SB 930 (Wiener D) Alcoholic beverages: hours of sale.

Current Text: Amended: 6/2/2022 [html](#) [pdf](#)

Introduced: 2/7/2022

Last Amend: 6/2/2022

Status: 6/23/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 4.) (June 22). Re-referred to Com. on APPR.

Location: 6/22/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would, beginning January 1, 2025, and before January 2, 2030, require the Department of Alcoholic Beverage Control to conduct a pilot program that would authorize the department to issue an additional hours license to an on-sale licensee located in a qualified city that would authorize, with or without conditions, the selling, giving, or purchasing of alcoholic beverages at the licensed premises between the hours of 2 a.m. and 4 a.m., upon completion of specified requirements by the qualified city

in which the licensee is located. The bill would impose specified fees related to the license to be deposited in the Alcohol Beverage Control Fund. The bill would require the applicant to notify specified persons of the application for an additional hours license and would provide a procedure for protest and hearing regarding the application. The bill would require the Department of the California Highway Patrol and each qualified city that has elected to participate in the program to submit reports to the Legislature and specified committees regarding the regional impact of the additional hours licenses, as specified. The bill would provide that any person under 21 years of age who enters and remains in the licensed public premises during the additional serving hour without lawful business therein is guilty of a misdemeanor, as provided. The pilot program would apply to the Cities of Cathedral City, Coachella, Fresno, Oakland, Palm Springs, and West Hollywood, and the City and County of San Francisco.

Position

Oppose

SB 948 (Becker D) Housing finance programs: development reserves.

Current Text: Amended: 5/19/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Last Amend: 5/19/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 29). Re-referred to Com. on APPR.

Location: 6/29/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Current law establishes various programs and funding sources administered by the Department of Housing and Community Development to enable the development of affordable housing, including the Building Homes and Jobs Act, the Multifamily Housing Program, the Housing for a Healthy California Program, and the Veterans Housing and Homeless Prevention Act of 2014. Under current law governing the State Community Development Block Grant Program, the department is required to distribute funds made available under the program in order to provide decent housing, a suitable living environment, and expand economic opportunities, consistent with federal requirements. Current federal law also establishes the HOME Investment Partnership Program to, among other things, expand the supply of affordable housing. Existing law designates the department as the state agency responsible for administering the HOME Investment Partnership Act. This bill would prohibit the department from requiring a project-specific transition reserve, as defined, for any unit subject to a qualified project rental or operating subsidy. This bill would create the Pooled Transition Reserve Fund and would continuously appropriate moneys in that fund to the department for the purpose of maintaining a pooled transition reserve to mitigate the impacts on tenant rents from the loss or exhaustion of rental or operating subsidies.

Position

SB 959 (Portantino D) Surplus residential property: use of funds.

Current Text: Amended: 6/20/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Last Amend: 6/20/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 8. Noes 0.) (June 29). Re-referred to Com. on APPR.

Location: 6/29/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Current law establishes priorities and procedures that any state agency disposing of surplus residential property is required to follow. Current law requires the Department of Transportation to deposit proceeds from the sale of surplus residential property from the department to a new owner in the SR-710 Rehabilitation Account. Existing law requires moneys in the account in excess of \$1,200,000 to be transferred to the State Highway Account in the State Transportation Fund, to be used for allocation by the California Transportation Commission exclusively to fund projects located in specified cities and in the 90032 postal ZIP Code. Existing law provides that eligible projects may include, but are not limited to, sound walls and other specified projects. This bill would expand the types of eligible projects to include transit-oriented development and active transportation infrastructure.

Position

SB 1067 (Portantino D) Housing development projects: automobile parking requirements.

Current Text: Amended: 6/30/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 6/30/2022

Status: 6/30/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/29/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair
Summary: Would prohibit a city, county, or city and county from imposing any minimum automobile parking requirement on a housing development project, as defined, that is located within 1/2 mile of public transit, as defined. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the local government makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on the city's, county's, or city and county's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing development. The bill would create an exception from the above-described provision if the development (1) dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities, (2) contains fewer than 20 housing units, or (3) is not subject to parking requirements based on any other state law. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a housing development project that is located within 1/2 mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities.

Position
Oppose

SB 1177 (Portantino D) Joint powers authorities: Cities of Burbank, Glendale, and Pasadena.

Current Text: Amended: 4/4/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 4/4/2022

Status: 6/30/2022-Read second time. Ordered to consent calendar.

Location: 6/29/2022-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. That act specifically authorizes the creation of the Orange County Housing Finance Trust, a joint powers authority, for the purposes of funding housing specifically assisting the homeless population and persons and families of extremely low, very low, and low income within the County of Orange. This bill would similarly authorize the creation of the Burbank-Glendale-Pasadena Regional Housing Trust, a joint powers authority, by the Cities of Burbank, Glendale, and Pasadena, with the stated purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, low, and moderate income.

Position

SB 1457 (Hertzberg D) Housing: California Family Home Construction and Homeownership Bond Act of 2022.

Current Text: Amended: 4/19/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 4/19/2022

Status: 6/15/2022-June 15 set for first hearing canceled at the request of author.

Location: 6/2/2022-A. H. & C.D.

Summary: Would enact the California Family Home Construction and Homeownership Bond Act of 2022 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$25,000,000,000 pursuant to the State General Obligation Bond Law to finance the California Family Home Construction and Homeownership Program, established as part of the bond act. The bill would authorize the California Housing Finance Agency to award California Socially Responsible Second Mortgage Loans to eligible applicants to use as a down payment or to pay closing costs on the purchase of a new home. The bill would also authorize the agency to award Family Homeownership Opportunity Infrastructure Improvement Loans to developers to be used for predevelopment infrastructure improvements and other upfront costs typically incurred in connection with new home construction, under specified conditions. The bill would require that moneys received from a loan recipient for the repayment of financing provided under the program be used to pay debt service when due on bonds issued pursuant to the bond act.

Position

SCA 2 (Allen D) Public housing projects.

Current Text: Introduced: 12/7/2020 [html](#) [pdf](#)

Introduced: 12/7/2020

Status: 5/11/2022-Coauthors revised. From committee: Be adopted and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (May 11). Re-referred to Com. on APPR.

Location: 5/11/2022-A. APPR.

Summary: The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.

Position
Support

Information Technology

[AB 2677](#) (Gabriel D) Information Practices Act of 1977.

Current Text: Amended: 6/30/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/30/2022

Status: 6/30/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to include, among other things, genetic information, IP address, online browsing history, and location information within the definition of "personal information" for the act's purposes. The bill would make other technical, nonsubstantive, and conforming changes.

Position

Land Use/Zoning

[ACA 7](#) (Muratsuchi D) Local government: police power: municipal affairs: land use and zoning.

Current Text: Introduced: 3/16/2021 [html](#) [pdf](#)

Introduced: 3/16/2021

Status: 3/17/2021-From printer. May be heard in committee April 16.

Location: 3/16/2021-A. PRINT

Summary: Would provide that a county or city ordinance or regulation enacted under the police power that regulates the zoning or use of land within the boundaries of the county or city would prevail over conflicting general laws, with specified exceptions. The measure, in the event of the conflict with a state statute, would also specify that a city charter provision, or an ordinance or regulation adopted pursuant to a city charter, that regulates the zoning or use of land within the boundaries of the city is deemed to address a municipal affair and prevails over a conflicting state statute, except that the measure would provide that a court may determine that a city charter provision, ordinance, or regulation addresses either a matter of statewide concern or a municipal affair if it conflicts with specified state statutes. The measure would make findings in this regard and provide that its provisions are severable.

Position

Planning, Building, & Code Enforcement

[AB 2218](#) (Quirk-Silva D) California Environmental Quality Act: standing: proposed infill housing projects.

Current Text: Amended: 3/9/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 3/9/2022

Status: 3/17/2022-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.

Location: 3/17/2022-A. RLS.

Summary: The California Environmental Quality Act (CEQA) establishes procedures applicable to an

action or proceeding brought to challenge a public agency's action on the grounds of noncompliance with CEQA. This bill would provide that a person does not have standing to bring an action or proceeding to attack, review, set aside, void, or annul acts or decisions of a public agency undertaken to implement a project involving the development of housing at an infill site, unless the person resides within 20 miles of the project.

Position

Support

AB 2221 (Quirk-Silva D) Accessory dwelling units.

Current Text: Amended: 6/6/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 6/6/2022

Status: 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 29).

Location: 6/30/2022-S. APPR.

Summary: The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law requires a local ordinance to require an accessory dwelling unit to be either attached to, or located within, the proposed or existing primary dwelling, as specified, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling. This bill would specify that an accessory dwelling unit that is detached from the proposed or existing primary dwelling may include a detached garage.

Position

AB 2295 (Bloom D) Local educational agencies: housing development projects.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/23/2022

Status: 6/23/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would deem a housing development project an allowable use on any real property owned by a local educational agency, as defined, if the housing development satisfies certain conditions, including other local objective zoning standards, objective subdivision standards, and objective design review standards, as described. The bill would deem a housing development that meets these requirements consistent, compliant, and in conformity with local development standards, zoning codes or maps, and the general plan. The bill, among other things, would authorize the land used for the development of the housing development to be jointly used or jointly occupied by the local educational agency and any other party, subject to specified requirements. The bill would exempt a housing development project subject to these provisions from various requirements regarding the disposal of surplus land. The bill would make these provisions effective on January 1, 2024, except that the bill would require the Department of Housing and Community Development to provide a specified notice to the planning agency of each county and city on or before January 31, 2023. The bill would repeal its provisions on January 1, 2033.

Position

Oppose

AB 2339 (Bloom D) Housing element: emergency shelters: regional housing need.

Current Text: Amended: 6/20/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/20/2022

Status: 6/28/2022-Read second time. Ordered to third reading.

Location: 6/28/2022-S. THIRD READING

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 a housing element. Current law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Current law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary

permit. The bill would delete language regarding emergency shelter standards structured in relation to residential and commercial developments and instead require that emergency shelters only be subject to specified written, objective standards.

Position

Oppose

[AB 2625](#) (Ting D) Subdivision Map Act: exemption: electrical energy storage system.

Current Text: Amended: 5/5/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 5/5/2022

Status: 6/20/2022-From Consent Calendar. Ordered to third reading.

Location: 6/20/2022-S. THIRD READING

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 or if the project is subject to discretionary action by the advisory agency or legislative body. This bill would also exempt from the requirements of the Subdivision Map Act 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 an electrical energy storage system on the land, if the project is subject to discretionary action by the advisory agency or legislative body.

Position

[AB 2653](#) (Santiago D) Planning and Zoning Law: housing elements.

Current Text: Amended: 4/25/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 4/25/2022

Status: 6/22/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (June 21). Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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 an annual report to the Department of Housing and Community Development by April 1 of each year that includes, among other information, a housing element portion that includes, as provided, the city or county's progress in meeting its share of regional housing needs and local efforts to remove governmental constraints on the maintenance, improvement, and development of housing, as specified. This bill would authorize the Department of Housing and Community Development to reject the housing element portion of an annual report if the report is not in substantial compliance with these requirements. If the department rejects the housing element portion of an annual report, the bill would require the department to provide the reasons for the rejection in writing, as specified.

Position

[AB 2656](#) (Ting D) Housing Accountability Act: disapprovals: California Environmental Quality Act.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/23/2022

Status: 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (June 29).

Location: 6/30/2022-S. APPR.

Summary: The Housing Accountability Act prohibits a local agency from disapproving a housing development project, as described, unless it makes certain written findings based on a preponderance of the evidence in the record. The act defines "disapprove the housing development project" as including any instance in which a local agency either votes and disapproves a proposed housing development project application, including any required land use approvals or entitlements necessary for the issuance of a building permit, or fails to comply with specified time periods. Current law, 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 the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if the lead agency finds that the project will not have that effect. This bill would define "disapprove the housing development project" as also including any instance in which a local agency fails to issue a project an exemption from CEQA for which it is eligible, as described, or

fails to adopt a negative declaration or addendum for the project or to approve another comparable environmental document, if certain conditions are satisfied. Among other conditions,

Position

AB 2668 (Grayson D) Planning and zoning: housing: streamlined, ministerial approval.

Current Text: Amended: 6/22/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/22/2022

Status: 6/30/2022-From committee: Do pass. (Ayes 5. Noes 0.) (June 29).

Location: 6/14/2022-S. GOV. & F.

Summary: The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards. Current law specifies that a development is consistent with the objective planning standards if there is substantial evidence that would allow a reasonable person to conclude that the development is consistent with the objective planning standards. This bill would clarify that a development subject to these provisions is subject to a streamlined, ministerial approval process, and not subject to a conditional use permit or any other nonlegislative discretionary approval.

Position

AB 2705 (Quirk-Silva D) Housing: fire safety standards.

Current Text: Amended: 5/23/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 5/23/2022

Status: 6/22/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (June 21). Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law requires the State Fire Marshal to prepare, adopt, and submit building standards and other fire and life safety regulations to the California Building Standards Commission for approval establishing minimum requirements for the storage, handling, and use of hazardous materials. Current law requires the State Fire Marshal to seek the advice of the Secretary for Environmental Protection in establishing those requirements. This bill would prohibit the legislative body of a city or county from approving a discretionary entitlement, as defined, that would result in a new residential development project, as defined, being located within a very high fire hazard severity zone, unless the city or county finds that the residential development project will meet specified standards intended to address wildfire risks, as specified, and would provide that these provisions do not limit or prohibit a legislative body of a city or county from adopting more stringent standards.

Position

Police Department

AB 1713 (Boerner Horvath D) Vehicles: required stops: bicycles.

Current Text: Amended: 3/21/2022 [html](#) [pdf](#)

Introduced: 1/26/2022

Last Amend: 3/21/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 2.) (June 28). Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: 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. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.

Position

[AB 2147](#) (Ting D) Pedestrians.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 6/23/2022

Status: 6/23/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/21/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would prohibit a peace officer, as defined, from stopping a pedestrian for specified traffic infractions unless a reasonably careful person would realize there is an immediate danger of collision with a moving vehicle or other device moving exclusively by human power. The bill would require the Commissioner of the California Highway Patrol, in consultation with the Institute of Transportation Studies at the University of California, Davis, to submit a report to the Legislature on or before January 1, 2028, regarding statewide pedestrian-related traffic crash data and any associated impacts to traffic safety, including an evaluation of whether and how the changes made by this bill have impacted pedestrian safety.

Position

Public Works

[AB 1883](#) (Quirk-Silva D) Public restrooms.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Last Amend: 6/23/2022

Status: 6/23/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would require each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its jurisdiction. The bill would require local governments to report their findings to the State Department of Public Health, which would be required to compile the information and to make the inventory available in a searchable database on its internet website, as specified. The bill would require the database to be updated quarterly. The bill would require the department to conduct educational outreach to the general public and homelessness service providers that the database is available on its internet website. The bill would repeal its provisions on January 1, 2027.

Position

[AB 1886](#) (Cooper D) Public works: definition.

Current Text: Introduced: 2/8/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Status: 6/28/2022-Read second time. Ordered to third reading.

Location: 6/28/2022-S. THIRD READING

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 defines the term "public works" for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Existing law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would expand the definition of "public works" to include street sweeping maintenance performed for the preservation, protection, and keeping of any publicly owned or publicly operated street, road, or highway done under contract and paid for in whole or in part out of public funds.

Position

[AB 2463](#) (Lee D) Public works: exemption.
Current Text: Amended: 3/21/2022 [html](#) [pdf](#)
Introduced: 2/17/2022
Last Amend: 3/21/2022
Status: 6/1/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 5. Noes 0.) (June 1). Re-referred to Com. on APPR.
Location: 6/1/2022-S. APPR.
Summary: Pursuant to existing law, all workers employed on public works projects are required to be paid not less than the general prevailing rate of per diem wages for work, except as specified. Current law exempts, until January 1, 2024, from these requirements work performed by a volunteer, a volunteer coordinator, or a member of the California Conservation Corps or a community conservation corps. This bill would extend that exemption until January 1, 2031.

Position

Transportation

[AB 371](#) (Jones-Sawyer D) Shared mobility devices: insurance and tracking.
Current Text: Amended: 6/27/2022 [html](#) [pdf](#)
Introduced: 2/1/2021
Last Amend: 6/27/2022
Status: 6/27/2022-Read second time and amended. Re-referred to Com. on APPR.
Location: 6/22/2022-S. APPR.
Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair
Summary: Would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity.

Position

[AB 1616](#) (Petrie-Norris D) Economic relief: California Emergency Relief Fund.
Current Text: Amended: 4/7/2022 [html](#) [pdf](#)
Introduced: 1/6/2022
Last Amend: 4/7/2022
Status: 4/21/2022-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.
Location: 4/21/2022-A. RLS.
Summary: Current law transferred \$150,000,000 from the General Fund to the California Emergency Relief Fund for purposes relating to the COVID-19 emergency proclaimed by the Governor on March 4, 2020. Existing law authorizes the Controller to make a one-time payment to qualified recipients in a form and manner determined by the Franchise Tax Board. This bill would require the Controller to issue one-time cost-of-living payments of specified amounts to qualified recipients, as defined, from the California Emergency Relief Fund. The bill would transfer, from the General Fund to the California Emergency Relief Fund, the amount necessary for the Controller to issue these one-time payments, and would appropriate that amount from the California Emergency Relief Fund to the Controller for that purpose. The bill would require the Controller to issue the payments by June 15, 2023, to the extent practicable.

Position

[AB 1626](#) (Nguyen R) Motor Vehicle Fuel Tax Law: limitation on adjustment.
Current Text: Introduced: 1/10/2022 [html](#) [pdf](#)
Introduced: 1/10/2022
Status: 1/11/2022-From printer. May be heard in committee February 10.
Location: 1/10/2022-A. PRINT
Summary: Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-

described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

Position

AB 1638 (Kiley R) Motor Vehicle Fuel Tax Law: suspension of tax.

Current Text: Introduced: 1/12/2022 [html](#) [pdf](#)

Introduced: 1/12/2022

Status: 4/7/2022-Stricken from file.

Location: 4/4/2022-A. APPR.

Summary: Would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation.

Position

AB 1680 (Lee D) Transportation: prohibition orders.

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 1/24/2022

Last Amend: 3/24/2022

Status: 6/30/2022-Read second time. Ordered to Consent Calendar.

Location: 6/29/2022-S. CONSENT CALENDAR

Summary: Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District (BART) to issue a prohibition order to any person who is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district or a property, facility, or vehicle upon which BART owes policing responsibilities, or to any person who is arrested or convicted for a misdemeanor or felony committed in or on a vehicle, bus stop, or light rail station of the transit district for acts involving violence, threats of violence, lewd or lascivious behavior, or possession for sale or sale of a controlled substance. Current law makes those prohibition orders subject to an automatic stay and prohibits a prohibition order from taking effect until the latest of 11 calendar days after delivery of the prohibition order, 11 calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested, as specified. This bill would instead prohibit a prohibition order from taking effect until the latest of 12, rather than 11, calendar days after delivery of the prohibition order, 12, rather than 11, calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested.

Position

AB 1713 (Boerner Horvath D) Vehicles: required stops: bicycles.

Current Text: Amended: 3/21/2022 [html](#) [pdf](#)

Introduced: 1/26/2022

Last Amend: 3/21/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 2.) (June 28). Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: 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. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.

Position

AB 1909 (Friedman D) Vehicles: bicycle omnibus bill.

Current Text: Amended: 6/30/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Last Amend: 6/30/2022

Status: 6/30/2022-Read third time and amended. Ordered to second reading.

Location: 6/30/2022-S. SECOND READING

Summary: Existing law generally regulates the operation of bicycles upon a highway. A violation of these provisions, generally, is punishable as an infraction. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would instead authorize a local authority to prohibit the operation of any electric bicycle or any class of electric bicycle on an equestrian trail, or hiking or recreational trail. This bill contains other related provisions and other existing laws.

Position

AB 1919 (Holden D) Youth Transit Pass Pilot Program: free youth transit passes.

Current Text: Amended: 6/14/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Last Amend: 6/14/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 17. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided.

Position

AB 1938 (Friedman D) Traffic safety: speed limits.

Current Text: Amended: 6/16/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 6/16/2022

Status: 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 15. Noes 1.) (June 28).

Location: 6/28/2022-S. APPR.

Summary: Current law requires the Department of Transportation (Caltrans), by regulation, to require Caltrans or a local authority to round speed limits up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. This bill would, if the speed limit needs to be rounded down to the nearest 5 miles per hour increment of the 85th-percentile speed, authorize Caltrans or a local authority to lower the speed limit by 5 miles per hour from the nearest 5 miles per hour of the 85th percentile, as specified.

Position

AB 1946 (Boerner Horvath D) Electric bicycles: safety and training program.

Current Text: Amended: 6/6/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 6/6/2022

Status: 6/30/2022-Read third time. Passed. Ordered to the Assembly. (Ayes 37. Noes 0.). In Assembly. Concurrence in Senate amendments pending.

Location: 6/30/2022-A. CONCURRENCE

Summary: The Protected Bikeways Act of 2014 provides that the state's bicycle programs have not been fully developed or funded. Existing law establishes the Department of the California Highway Patrol within the Transportation Agency. This bill would require the department to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles, as defined, including, but not limited to, general electric bicycle riding

safety, emergency maneuver skills, rules of the road, and laws pertaining to electronic bicycles. The bill would require the safety and training programs to be developed in collaboration with relevant stakeholders and to be posted on the internet website of the department.

Position

[AB 1981](#)

(Lee D) Jury duty.

Current Text: Amended: 5/19/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 5/19/2022

Status: 6/22/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (June 21). Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law establishes the Trial Court Trust Fund for the purpose of funding trial court operations. For purposes of those provisions, court operations are defined to include, among other things, juror expenses such as travel reimbursement. Current law also specifies the travel reimbursement to be paid to jurors in civil and criminal cases at \$0.34 per mile for each mile traveled in attending court after the first day, in going only. This bill would require the mileage reimbursement provision described above to apply to travel both going and leaving court. The bill would require that all jurors and prospective jurors who have been summoned be provided access to existing public transit services at no cost, as specified. The bill would authorize courts to partner with public transit operators to provide this no-cost service or to determine an alternate method of reimbursement up to a daily maximum of \$12. The bill would exempt from this requirement a court located where a public transit operator does not provide existing service that is reasonably available to the court facility.

Position

[AB 2057](#)

(Carrillo D) Transportation Agency: goods movement data.

Current Text: Amended: 6/22/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 6/22/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (June 29). Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law requires the Transportation Agency to prepare a state freight plan on or before December 31, 2014, and every 5 years thereafter, with specified elements 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 require the Transportation Agency to establish a consolidated statewide information system on its internet website that contains a list of, and links to, existing registries and databases related to drayage trucks. The bill would require maritime ports with annual cargo volumes of greater than 1,000,000 20-foot equivalent units to anonymously survey trucking companies every 2 years on the number of drivers classified as independent contractors and the number of drivers classified as employee drivers, as specified, and to transmit the data collected to the agency.

Position

[AB 2061](#)

(Ting D) Transportation electrification: electric vehicle charging infrastructure.

Current Text: Amended: 4/18/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 4/18/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 17. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law requires the Public Utilities Commission (PUC), in consultation with the Energy Commission and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to, among other things, reduce dependence on petroleum and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if certain requirements are

met. Beginning July 1, 2023, this bill would require an entity that receives an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, as defined, to the Energy Commission. The bill would require the Energy Commission, in consultation with the PUC, to develop a formula to calculate uptime to provide consistent, standardized reporting of information.

Position

AB 2071 (Patterson R) Vehicles: distracted driving awareness grant.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 17. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Existing law provides for a California Traffic Safety Program in state government consisting of specified components to improve driver, bicyclist, and pedestrian performance. The California Traffic Safety Program, upon a delegation of authority by the Governor, is administered by a highway safety representative, who serves in the Transportation Agency, and includes state and local programs, as specified. This bill would, upon appropriation by the Legislature, require the Office of Traffic Safety to administer a grant program to combat distracted driving. The bill would require that grants be awarded to qualifying law enforcement agencies, such as the Department of the California Highway Patrol. The bill would require that grant funds be used to increase public awareness of the dangers of distracted driving.

Position

AB 2097 (Friedman D) Residential, commercial, or other development types: parking requirements.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 6/23/2022

Status: 6/23/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/22/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element, and a conservation element. Current law also 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. This bill would prohibit a public agency, in a county with a population of 600,000 or more, from imposing or enforcing a minimum automobile parking requirement, on any of specified residential, commercial, or other development types if the project is located within 1/2 mile of public transit, as defined. The bill would also prohibit a public agency, in a county with a population of less than 600,000, and a city with a population of 75,000 or more, from imposing or enforcing a minimum automobile parking requirement on specified residential, commercial, or other development types if the project is located within 1/4 mile of public transit. For a city with a population of less than 75,000, or a county with a population of less than 600,000, the bill would authorize that city or county to adopt an ordinance or resolution that applies certain prohibitions regarding the above-described parking requirements within its boundaries. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking.

Position

AB 2147 (Ting D) Pedestrians.

Current Text: Amended: 6/23/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 6/23/2022

Status: 6/23/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/21/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would prohibit a peace officer, as defined, from stopping a pedestrian for specified traffic infractions unless a reasonably careful person would realize there is an immediate danger of collision

with a moving vehicle or other device moving exclusively by human power. The bill would require the Commissioner of the California Highway Patrol, in consultation with the Institute of Transportation Studies at the University of California, Davis, to submit a report to the Legislature on or before January 1, 2028, regarding statewide pedestrian-related traffic crash data and any associated impacts to traffic safety, including an evaluation of whether and how the changes made by this bill have impacted pedestrian safety.

Position

[AB 2264](#) (Bloom D) Pedestrian crossing signals.

Current Text: Amended: 5/19/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 5/19/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 17. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Under current law, a pedestrian control signal showing a "WALK" or approved "Walking Person" symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under current law, a pedestrian facing a flashing "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol with a "countdown" signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol, as specified. This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a state-owned or operated traffic-actuated signal. The bill would also require an existing state-owned or operated traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists, as specified.

Position

[AB 2271](#) (Gipson D) Los Angeles County Metropolitan Transportation Authority: contracting: local businesses.

Current Text: Amended: 5/5/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 5/5/2022

Status: 6/30/2022-Read second time. Ordered to third reading.

Location: 6/30/2022-S. THIRD READING

Summary: Current law authorizes the Los Angeles County Metropolitan Transportation Authority (LA Metro) to provide for a small business preference of 5% of the lowest responsible bidder meeting specifications, with respect to contracts in construction, the construction component of a design-build team, the procurement of goods, or the delivery of services. Current law also authorizes LA Metro to set aside work for competition, until January 1, 2024, (1) among certified small business enterprises and award each contract to the certified small business enterprise that is the lowest responsible bidder whenever the expected expenditure required exceeds \$5,000 but is less than \$3,000,000, as specified, and (2) among medium business enterprises for no more than 20 contracts and award each contract to the medium business enterprise that is the lowest responsible bidder whenever the expected expenditure required exceeds \$3,000,000 but is less than \$30,000,000, as provided. Current law defines a small business enterprise and medium business enterprise for these purposes. This bill would authorize LA Metro to also provide for a local small business enterprise preference of 5% of the lowest responsible bidder meeting specifications, with respect to contracts in construction, the construction component of a design-build team, the procurement of goods, or the delivery of services, and to provide the preference to nonlocal businesses if the bid includes a 30% participation by local small business enterprises. The bill would define a local small business enterprise for these purposes.

Position

[AB 2419](#) (Bryan D) Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Advisory Committee.

Current Text: Amended: 6/9/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/9/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (June

28). Re-referred to Com. on APPR.

Location: 6/28/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation's infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and disadvantaged unincorporated communities and, except as specified, a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. The bill would require state agencies administering those federal funds to perform specified tasks related to the expenditure of those federal funds.

Position

AB 2432 (Muratsuchi D) Neighborhood electric vehicles: County of Los Angeles.

Current Text: Amended: 6/16/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/16/2022

Status: 6/30/2022-Read third time. Passed. Ordered to the Assembly. (Ayes 37. Noes 0.). In Assembly. Concurrence in Senate amendments pending.

Location: 6/30/2022-A. CONCURRENCE

Summary: Current law defines "low-speed vehicle" for purposes of the Vehicle Code as a motor vehicle with 4 wheels that is capable of a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour on a paved level surface and that has a gross vehicle weight rating of less than 3,000 pounds. Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100. This bill would authorize the County of Los Angeles or any city in the county to establish a similar NEV transportation plan, as specified, subject to the same penalties. The bill would require that the transportation plan have received a prior review and the comments of the Southern California Association of Governments (SCAG) and any agency having traffic law enforcement responsibilities in an entity included in the plan area.

Position

AB 2438 (Friedman D) Transportation funding: guidelines and plans.

Current Text: Amended: 6/16/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/16/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 4.) (June 28). Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require, no later than January 1, 2024, the guidelines or plans applicable to those programs to include the strategies established in the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency.

Position

AB 2441 (Kalra D) Public employment: local public transit agencies: new vehicle technology.

Current Text: Amended: 6/2/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/2/2022

Status: 6/2/2022-Read second time and amended. Ordered to third reading.

Location: 6/2/2022-S. THIRD READING

Summary: Current law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by new vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any new vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the new vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service.

Position

[AB 2453](#) (Bennett D) Transactions and use taxes: Ventura County Transportation Commission.

Current Text: Amended: 5/5/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 5/5/2022

Status: 6/30/2022-From committee: Do pass. (Ayes 4. Noes 1.) (June 29).

Location: 6/15/2022-S. GOV. & F.

Summary: Current law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general 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 county not exceed 2%. This bill would authorize the Ventura County Transportation Commission to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5% that would, in combination other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified. The bill would provide that a transactions and use tax rate imposed pursuant to the bill will not be considered for purposes of that combined rate limit described above.

Position

[AB 2514](#) (Dahle, Megan R) State Highway System Management Plan: underserved rural communities.

Current Text: Amended: 5/19/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 5/19/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 17. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law requires the Department of Transportation to prepare a State Highway System Management Plan that consists of both a 10-year state highway rehabilitation plan and a 5-year maintenance plan. Current law requires the department to make a draft of its proposed plan available to regional transportation agencies for review and comment, and requires the department to submit the draft plan to the California Transportation Commission for review and comment by February 15 of each odd-numbered year. Current law requires the department to transmit the final plan to the Governor and the Legislature by June 1 of each odd-numbered year. This bill would require the State Highway System Management Plan prepared by the department to also include a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities, as specified.

Position

[AB 2622](#) (Mullin D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.

Current Text: Amended: 6/9/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/9/2022

Status: 6/30/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June

29). Re-referred to Com. on APPR.

Location: 6/30/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2026.

Position

AB 2956 (Committee on Transportation) Transportation.

Current Text: Amended: 6/16/2022 [html](#) [pdf](#)

Introduced: 2/28/2022

Last Amend: 6/16/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 17. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Current law requires the program to be funded by state and federal funds from appropriations in the annual Budget Act to the Department of Transportation, for allocation to the California Transportation Commission. Under existing law, the amount of these appropriations include 100% of federal Transportation Alternative Program funds, except as specified. This bill would revise those provisions to specify the federal statutory source for the Transportation Alternative Program and would make a related technical change.

Position

ACA 1 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.

Current Text: Introduced: 12/7/2020 [html](#) [pdf](#)

Introduced: 12/7/2020

Status: 4/22/2021-Referred to Coms. on L. GOV. and APPR.

Location: 4/22/2021-A. L. GOV.

Summary: The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

Position

Support

SB 771 (Becker D) Prenatal screening program.

Current Text: Amended: 6/8/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/8/2022

Status: 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/28/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would prohibit the State Department of Public Health, by way of rule, regulation, contract, or any other manner, from preventing a laboratory with both a CLIA certificate of accreditation and a current state clinical or public health laboratory license from offering noninvasive prenatal tests to pregnant persons who have an order from a prenatal care provider, as defined, and have opted out of the California Prenatal Screening Program or have chosen to have testing done in addition to the genetic tests offered as part of the California Prenatal Screening Program. The bill would also prohibit the department from limiting the number of noninvasive prenatal tests that the laboratory may provide.

Position

SB 922 (Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.

Current Text: Amended: 5/11/2022 [html](#) [pdf](#)

Introduced: 2/3/2022

Last Amend: 5/11/2022

Status: 6/30/2022-Read second time. Ordered to third reading.

Location: 6/30/2022-A. THIRD READING

Summary: The California Environmental Quality Act (CEQA) until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define "active transportation plan" and "pedestrian plan." The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.

Position

Support

SB 932 (Portantino D) General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.

Current Text: Amended: 6/20/2022 [html](#) [pdf](#)

Introduced: 2/7/2022

Last Amend: 6/20/2022

Status: 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 2.) (June 27). Re-referred to Com. on APPR.

Location: 6/28/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Current law states the Legislature's intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions.

Position

SB 942 (Newman D) Low Carbon Transit Operations Program: free or reduced fare transit program.

Current Text: Amended: 6/29/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Last Amend: 6/29/2022

Status: 6/29/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/28/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would exempt a transit agency using program moneys for the continuation of a free or reduced fare transit program from the above-described requirement to demonstrate that reductions in the emissions of greenhouse gases can be realized through the continuation of its transit program, and authorize the transit agency to continue to use those moneys for that purpose without any restriction to length of time. The bill would require the transit agency to submit an initial allocation request to the department and, for the next three fiscal years, to provide documentation necessary to meet an annual reporting requirement and comply with the program's requirements.

Position

Support

SB 1067 (Portantino D) Housing development projects: automobile parking requirements.

Current Text: Amended: 6/30/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 6/30/2022

Status: 6/30/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/29/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would prohibit a city, county, or city and county from imposing any minimum automobile parking requirement on a housing development project, as defined, that is located within 1/2 mile of public transit, as defined. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a

housing development project if the local government makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on the city's, county's, or city and county's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing development. The bill would create an exception from the above-described provision if the development (1) dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities, (2) contains fewer than 20 housing units, or (3) is not subject to parking requirements based on any other state law. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a housing development project that is located within 1/2 mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities.

Position
Oppose

SB 1121 (Gonzalez D) State and local transportation system: needs assessment.

Current Text: Amended: 4/6/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 4/6/2022

Status: 6/21/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 14. Noes 0.) (June 20). Re-referred to Com. on APPR.

Location: 6/21/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would require the California Transportation Commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.

Position

SB 1161 (Min D) Transit operators: street harassment plans.

Current Text: Amended: 6/29/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/29/2022

Status: 6/29/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/28/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would request the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. The bill would require transit operators to, subject to an appropriation by the Legislature, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, subject to an appropriation by the Legislature, on or before June 30, 2024, collect survey data for the purpose of informing the plan. The bill would require the plan to be developed in consultation with certain riders, and would require those transit operators to conduct outreach in multiple languages in order to reach limited-English-proficient persons impacted by street harassment, as specified. The bill would require a transit operator to provide to the Transportation Agency specified information, including a description of the plan developed by the transit operator, actions taken to implement the plan, and efforts to consult riders. The bill would authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified. The bill would require the Transportation Agency to, on or before January 1, 2027, produce and submit a report containing certain information related to the implementation of these provisions to the Legislature and the Governor.

Position

SB 1169 (Hueso D) Toll road projects: study.

Current Text: Amended: 6/29/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/29/2022

Status: 6/29/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/28/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would require the California Transportation Commission to conduct a study on the state's toll roads regarding their impacts on toll users and nearby communities, as specified. The bill would require the study to be conducted in consultation with the authorized regional transportation agency and impacted local agencies. The bill would require the study to be submitted to the Senate Transportation Committee and the Assembly Transportation Committee on or before January 1, 2025.

Position

SB 1226 (Durazo D) Joint powers agreements: zero-emission transportation systems or facilities.

Current Text: Amended: 4/19/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 4/19/2022

Status: 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (June 27). Re-referred to Com. on APPR.

Location: 6/28/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: The Joint Exercise of Powers Act authorizes 2 or more public agencies by agreement to exercise any power common to the contracting parties. Current law requires the agreement to state the purposes of the agreement or the power to be exercised, and provides that the agency or entity provided by the agreement to administer or execute the agreement may be one or more of the parties to the agreement, a commission or board constituted pursuant to the agreement, or a person, firm, or corporation, including a nonprofit corporation, designated in the agreement. Current law authorizes the agreement to, among other things, provide for the repayment or return to the parties of all or any part of any contributions, payments, or advances made by the parties and for payment to the parties of any sum or sums derived from the revenues of said facilities; and, authorizes the contracting parties to the agreement to issue revenue bonds to pay the cost and expenses of acquiring or constructing a project or conducting a program for specified purposes, including, but not limited to, transportation facilities and systems and for the conservation of natural resources. This bill would provide that, notwithstanding any other provision of the act, a private, nonprofit corporation that provides services to zero-emission transportation systems or facilities, including, but not limited to, finance, design, construction, operation, or maintenance, may enter into a joint powers agreement with a public agency to facilitate the development, construction, and operation of zero-emission transportation systems or facilities that lower greenhouse gases, reduce vehicle congestion and vehicle miles traveled, and improve public transit connections.

Position

SB 1230 (Limón D) Zero-emission and near-zero-emission vehicle incentive programs: requirements.

Current Text: Amended: 6/13/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/13/2022

Status: 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 27). Re-referred to Com. on APPR.

Location: 6/27/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would, on or before July 1, 2024, require the state board, with respect to the various zero-emission and near-zero-emission vehicle incentive programs administered or funded by the State Air Resources Board to adopt certain revisions to those programs if the state board finds those revisions to be feasible. The bill would require the state board, if it finds that the adoption of one or more of the revisions is infeasible, to prepare a report, as specified, describing the rationale for the finding, to post the report on its internet website, and to provide a notice of the report to the relevant policy and fiscal committees of the Legislature. The bill would require the state board, contingent upon an appropriation by the Legislature, to create a single unified education and application portal that enables an applicant for any of those programs to access information about the program and to submit one application for all of the programs.

Position

SB 1251 (Gonzalez D) Governor's Office of Business and Economic Development: Office of the Zero-Emission Vehicle Equity Advocate.

Current Text: Amended: 6/20/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/20/2022

Status: 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (June 27). Re-referred to Com. on APPR.

Location: 6/28/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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. Current law establishes various programs to promote the development and adoption of zero-emission vehicles and alternative fuels. This bill would establish the Office of the Zero-Emission Vehicle Equity Advocate (office) within GO-Biz to steer the development of a shared, cross-agency definition of equity, and to set an equity agenda for the deployment of light-, medium-, and heavy-duty zero-emission vehicles, the supporting infrastructure, and workforce development. The bill would require the office to develop and adopt an equity action plan, to publish an update of the progress on its activities on its internet website every 2 years, and to notify the relevant policy committees of the Legislature of the information provided in that update. The bill would repeal these provisions on January 1, 2028.

Position

[SB 1391](#) **(Kamlager D) greenhouse gases: market-based compliance mechanism.**

Current Text: Amended: 6/14/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/14/2022

Status: 6/21/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 3.) (June 20). Re-referred to Com. on APPR.

Location: 6/20/2022-A. APPR.

Calendar: 8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of greenhouse gases the use of market-based compliance mechanisms. This bill would require the state board, at least once every 3 years, to conduct a review, as provided, of the market-based compliance mechanisms to, among other things, evaluate and address concerns related to allowance overallocation and offset credit eligibility. The bill would require the state board, in conducting the review, to consult with the Independent Emissions Market Advisory Committee and the environmental justice advisory committee. The bill would require the first review to begin by a certain date. The bill would require the state board, in consultation with the Independent Emissions Market Advisory Committee, to develop and publish allowance banking metrics, as defined, concurrently with the first review and would require the review to be based on observed and expected outcomes resulting from the application of allowance banking metrics.

Position

Wildfire

[AB 267](#) **(Valladares R) California Environmental Quality Act: exemption: prescribed fire, thinning, and fuel reduction projects.**

Current Text: Amended: 6/30/2022 [html](#) [pdf](#)

Introduced: 1/15/2021

Last Amend: 6/30/2022

Status: 6/30/2022-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/29/2022-S. APPR.

Calendar: 8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law, until January 1, 2023, exempts from the requirements of CEQA prescribed fire, thinning, or fuel reduction projects undertaken on federal lands to reduce the risk of high-severity wildfire that have been reviewed under the federal National Environmental Policy Act of 1969, as provided. Current law requires the Department of Forestry and Fire Protection, beginning December 31, 2019, and annually thereafter until January 1, 2023, to report to the relevant policy committees of the Legislature the number of times the exemption was used. This bill would extend the exemption from CEQA to January 1, 2026. The bill would additionally require that a project's significant impacts identified in an environmental impact statement prepared pursuant to the federal National Environmental Policy Act of 1969 are avoided or mitigated in order for the exemption to apply. The bill would require the lead agency, if it determines that the exemption applies and determines to approve or carry the project, to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the project is located. If the lead agency is not the department, the bill would require the lead agency to file a notice with the department containing specified information about the project. If the lead agency is the department, the bill would require the department to maintain records containing that specified information.

Position

Total Measures: 133
Total Tracking Forms: 133



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
July 19, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: November 2022 Voter Initiatives

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This report includes a summary of qualified statewide propositions appearing on the November 8, 2022, General Election ballot. Staff will keep the Committee apprised of any significant developments related to these ballot propositions.

BACKGROUND:

There are seven qualified measures on the November 8, 2022, General Election ballot. SCAG has traditionally not taken positions on ballot propositions in prior elections unless there is a clear nexus between a proposed measure and a SCAG policy goal and/or an adopted legislative priority.

The propositions are briefly summarized below:

Proposition 1

SCA 10 (Atkins) – Chapter 97, Statutes of 2022
Reproductive Freedom

Summary

The California Constitution declares that defending life and liberty, acquiring, possessing, and protecting property, and pursuing and obtaining safety, happiness, and privacy are inalienable rights and that a person may not be deprived of life, liberty, or property without due process of law or equal protection of the laws. Existing law, the Reproductive Privacy Act, declares that every

individual possesses a fundamental right to privacy with respect to personal reproductive decisions and prohibits the state from denying or interfering with a person's right to choose or obtain an abortion before viability of a fetus, or when the abortion is necessary to protect the life or health of the person.

If approved by voters, Proposition 1 would amend the California Constitution to prohibit the state from denying or interfering with an individual's reproductive freedom, including the individual's fundamental right to choose to have an abortion and fundamental right to choose or refuse contraceptives.

Proposition 26

Authorizes New Types of Gambling

Summary

If approved by voters, Prop 26 would allow federally recognized Native American tribes to operate roulette, dice games, and sports wagering on tribal lands, subject to compacts negotiated by the Governor and ratified by the Legislature. Beginning in 2022, this proposition would allow on-site sports wagering only at privately operated horse-racing tracks in four specified counties for people 21 years or older. It would also impose a 10 percent tax on sports-wagering profits at horse-racing tracks and direct a portion of revenues to enforcement and problem-gambling programs. Marketing of sports wagering to people under 21 would be prohibited. Private lawsuits to enforce other gambling laws would be authorized.

The Legislative Analyst's Office (LAO) estimated increased state revenues in the tens of millions of dollars annually from payments made by facilities offering sports wagering and new civil penalties authorized by this measure. However, some of these revenues would reflect a shift from existing state and local revenues. The LAO also estimates increased state regulatory costs in the low tens of millions of dollars annually. The increased revenue or reimbursements would offset some or all of these costs to the state. There would likely be increased state enforcement costs of several million dollars annually related to the enforcement of certain gaming laws.

Proposition 27

Allows Online and Mobile Sports Wagering

Summary

If approved by voters, Prop 27 would legalize online and mobile sports wagering, which currently is prohibited for people 21 years and older. Online and mobile sports wagering could be offered only by federally recognized Indian tribes and eligible businesses that contract with them. Individuals placing bets must be in California and not located on Indian lands. This prop would impose a 10 percent tax on sports-wagering revenues and licensing fees and would direct tax and licensing

revenues first to regulatory costs. The remainder would be broken down as follows: 85 percent to homelessness programs and 15 percent to nonparticipating tribes.

The LAO estimates increased state revenues in the mid-hundreds of millions of dollars annually from online sports wagering-related taxes, licensing fees, and penalties. Some of these revenues would reflect a shift from existing state and local revenues. The LAO also estimates increased state regulatory costs in the mid-tens of millions of dollars annually but that the increased revenues would fully or partially offset that.

Proposition 28Provides Additional Funding for Arts and Music Education in Public Schools**Summary**

If approved by voters, Proposition 28 would provide additional funding for arts and music education in all K-12 public schools (including charter schools) through a state General Fund allocation equal to 1 percent of required state and local funding for public schools. This proposition would reserve a greater portion of the funds for schools serving larger populations of economically disadvantaged students. It would require schools with 500 or more students to spend at least 80 percent of funding on employing teachers and the remainder on training, supplies, and education partnerships.

The proposition would require audits and limit administrative costs to 1 percent of funding. The LAO estimates increased spending from \$800 million to \$1 billion annually, beginning in 2023-24, for arts education in schools.

Proposition 29Requires On-Site Licensed Medical Professional at Kidney Dialysis Clinics**Summary**

If approved by voters, Proposition 29 would require a physician, nurse practitioner, or physician assistant with six months of relevant experience to be present on-site during treatment at outpatient kidney dialysis clinics. The prop would include an exemption for a staffing shortage if a qualified medical professional is available through telehealth. This prop would also require clinics to disclose information on all physicians with clinic ownership interests of five percent or more to patients. Proposition 29 also would require clinics to report dialysis-related infection data to the state and prohibit them from closing or substantially reducing services without state approval or refusing to treat patients based on their payment source. The LAO estimates increased state and local government costs in the low tens of millions of dollars annually.

Proposition 30

Provides Funding for Programs to Reduce Greenhouse Gas Emissions by Increasing Tax On Personal Income Over \$2 Million

Summary

If approved by voters, Proposition 30 would increase the tax on personal income over \$2 million by 1.75 percent for individuals and married couples and allocate new tax revenues as follows: (1) 45 percent for rebates and other incentives for zero-emission vehicle purchases, (2) 35 percent for charging stations for zero-emission vehicles, with at least half of this funding directed to low-income households and communities, and (3) 20 percent for wildfire prevention and suppression programs, with priority given to hiring and training firefighters. This proposition would require audits of programs and expenditures.

The LAO estimates increased annual state tax revenue ranging from \$3 billion to \$4.5 billion, with the additional revenue used to support zero-emission vehicle programs and wildfire-related activities. There is also a potential for increased state administrative costs paid from other funding sources that could reach tens of millions to the low hundreds of millions of dollars annually. The LAO estimates a net decrease in state and local transportation revenue of up to several tens of millions of dollars annually in the initial years and growing to up to a few hundreds of millions of dollars annually after several years.

Proposition 31

Referendum Challenging a 2020 Law Prohibiting Retail Sale of Certain Flavored Tobacco Products

Summary

This referendum challenges a 2020 law, Senate Bill 793 (Hill, Chapter 34, Statutes of 2020), that banned the sale of flavored tobacco products and tobacco product flavor enhancers, with exceptions for hookah tobacco, loose-leaf tobacco, and premium cigars. SB 793 made a violation punishable by a fine of \$250 per violation. SB 793 was signed into law in 2020 after passing in the Assembly by a vote of 58-1 and in the Senate by a vote of 34-0. The referendum requires a majority of voters to approve the 2020 state law for it to be implemented. If a majority of voters vote no on Proposition 31, SB 793 would be repealed.

FISCAL IMPACT:

Work associated with the staff report on November 2022 Statewide Ballot Measures is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
July 19, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: HR 7642 (Brownley) - Transportation Assistance for Olympic Cities Act of 2022

RECOMMENDED ACTION:

Support H.R. 7642 and future legislation with substantially similar language.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

House Resolution (H.R.) 7642 (Brownley, D-CA-26) would authorize the Secretary of Transportation to provide technical assistance to jurisdictions hosting and prioritize surface transportation projects relating to international Olympic, Paralympic, and Special Olympics events until September 30, 2034. Staff recommends the Legislative/Communications and Membership Committee (LCMC) forward a “support” position to the Regional Council on H.R. 7642 and authorize support for any future legislation with substantially similar language that may be introduced in a future Congress.

BACKGROUND:

In September 2017, the International Olympic Committee (IOC) confirmed that Los Angeles would host the 2028 Olympic and Paralympic Games (LA28). LA28 will take place from July 21, 2028, until August 6, 2028. LA28 will mark the fifth Summer Olympics and Ninth Olympics, hosted in the United States, and the third time Los Angeles will host the games, having hosted in 1932 and 1984. The Summer Olympics consists of 28 “core” sports that are held every Summer Olympics. However, a few additional slots can be filled with the approval of the IOC and organizing committee that may appeal to the local population, with the caveat that the total number of participants does not exceed 10,500 athletes.

In order to accommodate this massive number of athletes and sports, LA28 will host competitions at a wide variety of venues across Southern California, divided into four main “Sports Parks,” with most venues concentrated in Los Angeles County. The four Sports Parks will consist of the Downtown Sports Park, Valley Sports Park, South Bay Sports Park, and Long Beach Sports Park. However, some events will be hosted in other Southern California venues, such as the Honda Center in Anaheim, the Rose Bowl in Pasadena, and Lake Perris in Riverside County. The following venues are listed on the LA28 website:

Downtown Sports Park

Venue	Events	Capacity
L.A.F.C Stadium	Football	22,000
Crypto.com Arena	Basketball	18,000
Dedeaux Field (USC)	Swimming, diving, artistic swimming	—
Galen Center (USC)	Badminton	10,300
Grand Park & City Hall	Marathon, Road cycling, Race walk	5,000
L.A. Convention Center	Boxing, Basketball, Fencing, Taekwondo, & Table tennis	5,000-8,000
L.A. Memorial Coliseum	Ceremonies and athletics	77,500
Microsoft Theater	Weightlifting	—

Valley Sports Park

Venue	Events	Capacity
Sepulveda Basin Park	Canoe slalom, equestrian, and shooting	8,000-15,000

South Bay Sports Park

Venue	Events	Capacity
Dignity Health Sports Park - Main Stadium	Rugby and pentathlon	30,000
Dignity Health Sports Park - Tennis Stadium	Tennis	10,000
Dignity Health Sports Park - Track and Field Facility	Field hockey	5,000-15,000
VELO Sports Center	Track cycling	6,000

Long Beach Sports Park

Venue	Events	Capacity
Long Beach Waterfront	Triathlon and marathon swimming	2,000-8,000
Long Beach Arena	Handball	12,000
Long Beach Lot	BMX and water polo	—
Belmont Veterans Memorial Pier	Sailing	6,000

Southern California Venues

Venue	Events
Frank G. Bonelli Park	Mountain Biking
Honda Center	Volleyball
Lake Perris	Canoe sprint and rowing
Riviera Country Club	Golf
Rose Bowl Stadium	Football

Santa Monica Beach	Beach Volleyball
LA Stadium	Archery and ceremonies
The Forum	Gymnastics

Los Angeles Olympic sites



Source: AFP News Agency @AFP, "Map of Los Angeles showing proposed Olympic Games sites." Twitter, July 31, 2017, <https://twitter.com/AFP/status/892110730018918401>

According to the Los Angeles Times, the predicted cost of LA28 is \$6.9 billion, funded through private sector dollars, as the games are expected to generate as much revenue as costs. The City of Los Angeles and the State of California have committed to serving as financial guarantors in the amount of \$250 million each for a total \$500 million buffer to cover cost overruns. However, the City of Los Angeles' bid did not contain costs for improved infrastructure, as they are relying on public transportation projects already in progress.

Mayor Eric Garcetti and the Los Angeles County Metropolitan Transportation Authority announced the Twenty-eight by '28 initiative in 2017, which proposed the completion of a roster of 28 transportation projects by the start of the 2028 Olympics. These projects are primarily funded through a temporary half-cent sales tax increase, Measure R (2008), and a continuation of the Measure M increase, plus an additional permanent half-cent sales tax increase, Measure M (2016), which were both approved by Los Angeles County voters. Many of the 28 projects are in progress and seeking federal funding, while others are being placed on an accelerated schedule to be ready for the games.

The United States last hosted the Olympics in 2002, when Salt Lake City, Utah, hosted the Winter Olympics. In June 1998, H.R. 2400, the Transportation Equity Act for the 21st Century (TEA-21), was enacted, which reauthorized federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. Aside from reauthorizing federal surface transportation programs, TEA-21 also included language that authorized the Secretary of Transportation to provide assistance to the State of Utah and Salt Lake City and prioritize transportation projects relating to the 2002 Winter Olympics. Language relating to the Olympics in H.R. 2400 is attached to this report.

Congresswoman Julia Brownley (D-Oxnard) introduced H.R. 7642, the Transportation Assistance for Olympic Cities Act of 2022, which contains language substantially similar to the language in TEA-21 authorizing assistance to jurisdictions hosting the Salt Lake City Olympic Games.

Additional information on H.R. 7642 is included below.

H.R. 7642

H.R. 7642, the Transportation Assistance for Olympic Cities Act of 2022, was authored by Congresswoman Julia Brownley (D-Oxnard) and introduced on May 5, 2022.

This bill would prioritize and support state and local efforts on surface transportation issues necessary to fully realize the benefits of hosting the Olympic Games in the United States. It would provide the Secretary of Transportation the authority to give priority in providing grant funding to surface transportation projects related to the Olympic Games. This bill would also authorize the Secretary to provide assistance for planning activities undertaken by a state or metropolitan planning organization, develop transportation plans in coordination with States and local

transportation agencies, expedite the review and comment of required submissions, and provide technical assistance so long as these activities relate to the Olympic Games.

Specifically, the Secretary would be authorized to provide planning, capital, and operating assistance to a State or local government for the Olympics. Any funding provided could only be expended on temporary facilities, equipment, operations, and the maintenance of extraordinary surface transportation infrastructure needs for the Olympic Games. The authority provided by H.R. 7642 would sunset on September 30, 2034. This timeline would allow the Secretary of Transportation to provide assistance for LA28 as well as Salt Lake City and the State of Utah should the IOC approve Salt Lake City's bid to host the 2030 or 2034 Winter Olympics.

H.R. 7642 was referred to the House Committee on Transportation & Infrastructure and Subcommittee on Highways & Transit and is pending a hearing. Further, the following Representatives have cosponsored the bill:

- Rep. Grace Napolitano (D-CA-32)
- Rep. Alan Lowenthal (D-CA-47)
- Rep. Salud Carbajal (D-CA-24)

Congresswoman Brownley is seeking SCAG support to help obtain support from a bipartisan coalition of her colleagues in the House of Representatives to boost the chances of this bill being passed. U.S. Senator Alex Padilla (D-CA) also introduced S. 4383, the Senate companion bill for the Transportation Assistance for Olympic Cities Act of 2022, in the 117th Congress, which contains the same language as the House version and is cosponsored by U.S. Senator Dianne Feinstein (D-CA).

As the 117th Congress is coming to a close, with summer recess in August and a recess in October for the midterm elections, it is possible that the full House and Senate will not act on H.R. 7642 this year. Thus, the bill may have to be reintroduced in a future Congress. Therefore, staff recommends a support position for H.R. 7642 and recommends authorizing support for future legislation with the same or substantially similar language that may be introduced in a future Congress.

The bill text for H.R. 7642 is attached to this report.

Staff Recommendation

Staff recommends a support position for H.R. 7642 and to authorize support for any future bills with the same or substantially similar language, consistent with the following points in the Regional Council-adopted legislative platform:

- Support measures that expedite and streamline both project development and delivery.

- Support efforts that expand public transit projects and service, both bus and rail, in the region to reduce congestion and enhance sustainability.

In February of this year, SCAG also convened Metrolink and the region's six county transportation commissions for a joint Transportation Priorities Letter for State Budget Surplus, which contained a state budget ask for transportation projects supporting the 2028 Olympic Games. Thus, support for H.R. 7642 will complement SCAG's regional advocacy to secure outside resources to Southern California in preparation for the 2028 Olympic Games.

H.R. 7642 will open more opportunities to bring federal transportation funding to the region and grant Salt Lake City, Utah, the same opportunities, should they also be selected to host the Olympic Games in the future.

FISCAL IMPACT:

Work associated with the staff report on H.R. 7642 is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 04a - LCMC - 07192022 - H.R. 4200 - 1998 Transportation Equity Act for the 21st Century Language
2. 04b - LCMC - 07192022 - H.R. 7642 (Brownley) - Transportation Assistance for Olympic Cities Act of 2022

Public Law 105–178
105th Congress

An Act

To authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

June 9, 1998

[H.R. 2400]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) **SHORT TITLE.**—This Act may be cited as the “Transportation Equity Act for the 21st Century”.

(b) **TABLE OF CONTENTS.**—The table of contents of this Act is as follows:

- Sec. 1. Short title; table of contents.
- Sec. 2. Definitions.

Transportation
Equity Act for
the 21st Century.
Grants.
Inter-
governmental
relations.
Loans.
23 USC 101 note.

TITLE I—FEDERAL-AID HIGHWAYS

Subtitle A—Authorizations and Programs

- Sec. 1101. Authorization of appropriations.
- Sec. 1102. Obligation ceiling.
- Sec. 1103. Apportionments.
- Sec. 1104. Minimum guarantee.
- Sec. 1105. Revenue aligned budget authority.
- Sec. 1106. Federal-aid systems.
- Sec. 1107. Interstate maintenance program.
- Sec. 1108. Surface transportation program.
- Sec. 1109. Highway bridge program.
- Sec. 1110. Congestion mitigation and air quality improvement program.
- Sec. 1111. Federal share.
- Sec. 1112. Recreational trails program.
- Sec. 1113. Emergency relief.
- Sec. 1114. Highway use tax evasion projects.
- Sec. 1115. Federal lands highways program.
- Sec. 1116. Woodrow Wilson Memorial Bridge.
- Sec. 1117. Appalachian development highway system.
- Sec. 1118. National corridor planning and development program.
- Sec. 1119. Coordinated border infrastructure and safety program.

Subtitle B—General Provisions

- Sec. 1201. Definitions.
- Sec. 1202. Bicycle transportation and pedestrian walkways.
- Sec. 1203. Metropolitan planning.
- Sec. 1204. Statewide planning.
- Sec. 1205. Contracting for engineering and design services.
- Sec. 1206. Access of motorcycles.
- Sec. 1207. Construction of ferry boats and ferry terminal facilities.
- Sec. 1208. Training.
- Sec. 1209. Use of HOV lanes by inherently low-emission vehicles.
- Sec. 1210. Advanced travel forecasting procedures program.
- Sec. 1211. Amendments to prior surface transportation laws.
- Sec. 1212. Miscellaneous.
- Sec. 1213. Studies and reports.
- Sec. 1214. Federal activities.

- (4) in the undesignated paragraph relating to Virginia—
 (A) by inserting “Montgomery,” after “Lee,”; and
 (B) by inserting “Rockbridge,” after “Pulaski.”

40 USC app. 405
and note.

(b) TECHNICAL AMENDMENT.—Section 405 of such Act is amended by striking “section 201” and inserting “sections 201 and 403”. This amendment ensures that section 403 is still in effect.

23 USC 101 note.

SEC. 1223. TRANSPORTATION ASSISTANCE FOR OLYMPIC CITIES.

(a) PURPOSE.—The purpose of this section is to authorize the provision of assistance for, and support of, State and local efforts concerning surface transportation issues necessary to obtain the national recognition and economic benefits of participation in the International Olympic movement, the International Paralympic movement, and the Special Olympics International movement by hosting international quadrennial Olympic and Paralympic events, and Special Olympics International events, in the United States.

(b) PRIORITY FOR TRANSPORTATION PROJECTS RELATING TO OLYMPIC, PARALYMPIC, AND SPECIAL OLYMPIC EVENTS.—Notwithstanding any other provision of law, from funds available to carry out sections 118(c) and 144(g)(1) of title 23, United States Code, the Secretary may give priority to funding for a transportation project relating to an international quadrennial Olympic or Paralympic event, or a Special Olympics International event, if—

(1) the project meets the extraordinary needs associated with an international quadrennial Olympic or Paralympic event or a Special Olympics International event; and

(2) the project is otherwise eligible for assistance under sections 118(c) and 144(g)(1) of such title.

(c) TRANSPORTATION PLANNING ACTIVITIES.—The Secretary may participate in—

(1) planning activities of States and metropolitan planning organizations and transportation projects relating to an international quadrennial Olympic or Paralympic event, or a Special Olympics International event, under sections 134 and 135 of title 23, United States Code; and

(2) developing intermodal transportation plans necessary for the projects in coordination with State and local transportation agencies.

(d) FUNDING.—Notwithstanding section 5001(a), from funds made available under such section, the Secretary may provide assistance for the development of an Olympic, a Paralympic, and a Special Olympics transportation management plan in cooperation with an Olympic Organizing Committee responsible for hosting, and State and local communities affected by, an international quadrennial Olympic or Paralympic event or a Special Olympics International event.

(e) TRANSPORTATION PROJECTS RELATING TO OLYMPIC, PARALYMPIC, AND SPECIAL OLYMPIC EVENTS.—

(1) IN GENERAL.—The Secretary may provide assistance, including planning, capital, and operating assistance, to States and local governments in carrying out transportation projects relating to an international quadrennial Olympic or Paralympic event or a Special Olympics International event.

(2) FEDERAL SHARE.—The Federal share of the cost of a project assisted under this subsection shall not exceed 80 percent.

(f) **ELIGIBLE GOVERNMENTS.**—A State or local government shall be eligible to receive assistance under this section only if the government is hosting a venue that is part of an international quadrennial Olympics that is officially selected by the International Olympic Committee.

(g) **AUTHORIZATION OF APPROPRIATIONS.**—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) to carry out this section such sums as are necessary for each of fiscal years 1998 through 2003.

Subtitle C—Program Streamlining and Flexibility

SEC. 1301. REAL PROPERTY ACQUISITION AND CORRIDOR PRESERVATION.

(a) **ADVANCE ACQUISITION OF REAL PROPERTY.**—Section 108 of title 23, United States Code, is amended by striking the section heading and subsection (a) and inserting the following:

“§ 108. Advance acquisition of real property

“(a) **IN GENERAL.**—

“(1) **AVAILABILITY OF FUNDS.**—For the purpose of facilitating the timely and economical acquisition of real property for a transportation improvement eligible for funding under this title, the Secretary, upon the request of a State, may make available, for the acquisition of real property, such funds apportioned to the State as may be expended on the transportation improvement, under such rules and regulations as the Secretary may issue.

“(2) **CONSTRUCTION.**—The agreement between the Secretary and the State for the reimbursement of the cost of the real property shall provide for the actual construction of the transportation improvement within a period not to exceed 20 years following the fiscal year for which the request is made, unless the Secretary determines that a longer period is reasonable.”.

(b) **CREDIT FOR ACQUIRED LANDS.**—Section 323(b) of such title is amended—

(1) in the subsection heading, by striking “DONATED” and inserting “ACQUIRED”;

(2) by striking paragraphs (1) and (2) and inserting the following:

“(1) **IN GENERAL.**—Notwithstanding any other provision of this title, the State share of the cost of a project with respect to which Federal assistance is provided from the Highway Trust Fund (other than the Mass Transit Account) may be credited in an amount equal to the fair market value of any land that—

“(A) is lawfully obtained by the State or a unit of local government in the State;

“(B) is incorporated into the project;

“(C) is not land described in section 138; and

“(D) the Secretary determines will not influence the environmental assessment of the project, including—

“(i) the decision as to the need to construct the project;

117TH CONGRESS
2D SESSION

H. R. 7642

To provide assistance for surface transportation projects relating to international Olympic, Paralympic, and Special Olympics events.

IN THE HOUSE OF REPRESENTATIVES

MAY 3, 2022

Ms. BROWNLEY introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To provide assistance for surface transportation projects relating to international Olympic, Paralympic, and Special Olympics events.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Transportation Assist-
5 ance for Olympic Cities Act of 2022”.

6 **SEC. 2. TRANSPORTATION ASSISTANCE FOR OLYMPIC,**
7 **PARALYMPIC, AND SPECIAL OLYMPICS CIT-**
8 **IES.**

9 (a) PURPOSE.—The purpose of this section is to
10 prioritize and support State and local efforts on surface

1 transportation issues necessary to obtain the national rec-
 2 ognition and economic benefits of participation in the
 3 international Olympic, Paralympic, and Special Olympics
 4 movement by hosting international Olympic, Paralympic,
 5 and Special Olympics events in the United States.

6 (b) DEFINITIONS.—In this section:

7 (1) COVERED EVENT.—

8 (A) IN GENERAL.—The term “covered
 9 event” means an international Olympic,
 10 Paralympic, or Special Olympics event held at
 11 a site that has been selected to hold such event.

12 (B) EXCLUSION.—The term “covered
 13 event” does not include activities relating to
 14 preparing or submitting a bid to be selected to
 15 hold an international Olympic, Paralympic, or
 16 Special Olympics event.

17 (2) SECRETARY.—The term “Secretary” means
 18 the Secretary of Transportation.

19 (c) PRIORITY FOR TRANSPORTATION PROJECTS RE-
 20 LATING TO OLYMPIC, PARALYMPIC, AND SPECIAL OLYM-
 21 PICS EVENTS.—

22 (1) IN GENERAL.—Notwithstanding any other
 23 provision of law, in providing grants for surface
 24 transportation projects described in paragraph (2),

1 the Secretary may give priority to a surface trans-
2 portation project relating to a covered event.

3 (2) GRANTS DESCRIBED.—A grant referred to
4 in paragraph (1) is a discretionary grant for a sur-
5 face transportation project—

6 (A) under title 23 or 49, United States
7 Code, beginning on the date of enactment of
8 this Act; or

9 (B) otherwise administered by the Sec-
10 retary for surface transportation projects.

11 (d) TRANSPORTATION PLANNING ACTIVITIES.—The
12 Secretary shall take all reasonable efforts to provide as-
13 sistance to a covered event, including—

14 (1) by providing assistance for planning activi-
15 ties of States and metropolitan planning organiza-
16 tions under sections 134 and 135 of title 23, United
17 States Code, for surface transportation projects re-
18 lating to a covered event;

19 (2) by developing intermodal transportation
20 plans in coordination with States and local transpor-
21 tation agencies;

22 (3) by expediting review and comment of any
23 required submissions to the Secretary relating to a
24 covered event; and

25 (4) by providing technical assistance.

1 (e) TRANSPORTATION PROJECTS RELATING TO
2 OLYMPIC, PARALYMPIC, AND SPECIAL OLYMPICS
3 EVENTS.—

4 (1) IN GENERAL.—The Secretary may provide
5 assistance, including planning, capital, and operating
6 assistance, to a State or unit of local government in
7 carrying out surface transportation projects relating
8 to a covered event.

9 (2) USE OF FUNDS.—Notwithstanding any
10 other provision of law, any funding provided in ac-
11 cordance with this section may be used for any tem-
12 porary facility, equipment, operations, and mainte-
13 nance that meets the extraordinary surface transpor-
14 tation needs associated with hosting a covered event.

15 (f) FUNDING.—

16 (1) IN GENERAL.—There are authorized to be
17 appropriated to carry out this section such sums as
18 are necessary for each of fiscal years 2022 through
19 2034.

20 (2) SUPPLEMENT, NOT SUPPLANT.—Any
21 amounts provided to a State or unit of local govern-
22 ment in accordance with this section shall be in ad-
23 dition to any Federal funds otherwise available to
24 the State or unit of local government for the surface
25 transportation project.

1 (g) SUNSET.—The authority provided by this section
2 shall terminate on September 30, 2034.

○



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
July 19, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Kevin Gilhooley, Legislation Manager
(213) 236-1878, Gilhooley@scag.ca.gov

Subject: State Budget Update

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Governor Gavin Newsom signed the Fiscal Year (FY) 2022-2023 budget bills on June 30, 2022, capping back-and-forth negotiations between his administration and the State Legislature that began in earnest in May. The Legislature passed a budget on June 13, 2022, but it was largely a placeholder as negotiations continued on a more comprehensive budget deal. The following report provides details about the budget and the deal struck between the Governor and the State Legislature.

BACKGROUND:

On June 29, 2022, the Legislature passed numerous budget-related bills that make up the Fiscal Year 2022-2023 State Budget, a \$300 billion fiscal blueprint that is the largest in California history. Governor Gavin Newsom promptly signed them into law with just a few hours remaining before the start of the new fiscal year on July 1, 2022. Below is a list of budget bill juniors, which amend the main budget bill, and budget trailer bills, which make the policy changes necessary to implement the final budget.

Bill Number	Subject
State Budget	
SB 154	Budget Act of 2022
Budget Bill Junior	

AB 178	Amendment to 2022 Budget Act
AB 180	Amendment to 2021 Budget Act
Budget Trailer Bill	
AB 181	Education Finance
AB 182	COVID-19 Emergency Response: Education Learning Recovery Emergency Fund
AB 183	Higher Education
SB 184	Health
AB 186	Public Health
SB 187	Human Services
SB 188	Developmental Services
SB 189	State Government
SB 191	Employment
AB 192	Better for Families Tax Refund
SB 193	Economic Development
AB 194	Taxation
AB 195	Cannabis
SB 196	State Employment Agreements
SB 197	Housing
SB 198	Transportation
AB 199	Courts
AB 200	Public Safety
SB 201	Earned Income Tax Credit: Young Child Tax Credit: Foster Youth Tax Credit
AB 202	County Jail Financing
AB 203	Public Resources
AB 205	Energy
SB 125	Lithium Valley
AB 210	Early Childhood Education
SB 130	State Employment Agreements: State Bargaining Units 5, 6, 7, and 8
SB 131	November 8, 2022 Statewide General Election: Ballot Measures
SB 132	State Employment Agreements: State Bargaining Units 16 and 18

State Budget Overview

On June 13, 2022, the State Legislature passed the main budget bill, SB 154, fulfilling a state constitutional deadline to pass a budget before June 15, 2022. The Legislature essentially passed a placeholder while negotiations continued between legislative leaders and Governor Newsom on a more comprehensive budget deal. Discussions centered over disagreements on spending levels for

various programs, including in the areas of climate change, energy, and education. In the end, the main budget bill spends a total of just over \$300 billion, of which an estimated \$234.4 billion is from the General Fund. Total reserves will grow to nearly \$38 billion, including approximately \$23 billion in the Rainy Day Fund.

In the final budget bill, the Governor's gas price relief proposal that was tied to vehicle ownership was rejected. Instead, the budget contains the Legislature's \$9.5 billion inflation relief package that will offer tax rebates to help residents withstand the rising cost of gas and consumer goods. Under the three-tier program, households making less than \$75,000 for individuals or \$150,000 for joint filers will receive \$350 per taxpayer, plus an additional \$350 if they have at least one dependent. The amount would decrease to \$250 per taxpayer for households making up to \$125,000 for individuals or \$250,000 for joint filers, and to \$200 per taxpayer for households making as much as \$250,000 for individuals or \$500,000 for joint filers. In both tiers, parents would receive an additional \$250 or \$200, respectively, if they have at least one dependent. The relief package also includes \$1.1 billion in aid for recipients of Supplemental Social Security or CalWORKs.

Other priorities in the budget bill include \$1.3 billion in retention bonuses for health care workers most affected by the COVID-19 pandemic. Full time workers could receive up to \$1,500. Furthermore, former foster youth will receive \$1,000 a year through a new tax credit program. The final budget also includes \$19 billion over multiple years for climate and energy investments. Most of the details have yet to be finalized, but items to harden California against drought, wildfires, and extreme heat will be included. Under the budget deal, the state will give \$250 million to small businesses and nonprofits to offset the cost of offering up to two weeks of additional paid sick leave for COVID-19. The budget also earmarks \$100 million for a first-in-the nation effort to develop its own low-cost insulin with the help of a drug manufacturer that will be selected at a later time. Lastly, in the wake of the Supreme Court's decision to overturn *Roe v. Wade*, the state is providing \$205 million in funding for reproductive health care services.

Concerning housing, the main budget bill and the budget bill juniors made a number of investments in housing programs. Some of the highlights are included here:

- Infill Infrastructure Grant Program – \$425 million, over two years (\$200 million in 2022-23 and \$225 million in 2023-24), to prioritize housing production on prime infill parcels in downtown-oriented areas by funding necessary infrastructure.
- Adaptive Reuse – \$450 million one-time (\$200 million in 2022-23 and \$250 million in 2023-24) to convert existing commercial or office space to affordable housing through adaptive reuse incentive grants. These grants will help remove cost impediments to adaptive reuse (e.g., structural improvements, plumbing/electrical design, exiting) and help accelerate residential conversions, with a priority on projects located in downtown-oriented areas.

\$50 million of this investment is for the Los Angeles County and University of Southern California General Hospital adaptive reuse project.

- State Excess Sites Development – \$100 million, over two years, to expand affordable housing development and adaptive reuse opportunities on state excess land sites.
- Multifamily Housing Program – \$325 million (\$100 million in 2022-23 and \$225 million in 2023-24) to augment the Multifamily Housing Program, which is expected to exhaust the remainder of the \$1.5 billion provided to the program in the Veterans and Affordable Housing Bond Act of 2018 this fiscal year. This program provides low-interest, long-term deferred-payment loans for new construction, rehabilitation, and preservation of permanent and transitional rental housing for lower-income households.

The State Legislature adjourned for the Summer Recess on June 30, 2022 and will reconvene on August 1, 2022. Upon their return, bills that have a fiscal impact will be considered in the Senate and Assembly committees on appropriations. August 31, 2022 marks the last day for each house to pass any remaining legislation. Reports indicate that additional trailer bills will be introduced after the Summer Recess, including one addressing climate issues. Staff will monitor the Legislature's return closely and will provide an update on any new budget-related work at future meetings.

Housing Trailer Bill

Senate Bill (SB) 197 is the comprehensive budget trailer bill dealing with housing production and homeless initiatives. The bill provides some relief for cities and counties facing the truncated AB 1398 rezoning deadline. A city or county would have three years and 120 days from the statutory deadline for the adoption of its Housing Element to complete its rezoning, if all three of the following occurred:

- Its 6th revision Housing Element was due in the 2021 calendar year;
- The local government failed to adopt a Housing Element that the Department of Housing and Community Development (HCD) found to be in substantial compliance by the end of the grace period; and
- The local government adopts its 6th revision Housing Element that HCD finds to be in substantial compliance within one year of the applicable statutory deadline (by October 15, 2022).

In the SCAG region, cities and counties that complete their Housing Element updates by October 15, 2022 will have until February 2025 to complete their associated re-zonings.

Other highlights include:

- The deadline by which regional agencies must submit their final report to HCD on the use of Regional Early Action Planning grant program (REAP 1.0) funds is extended to December 31, 2025. SCAG specifically made this request and secured a bipartisan budget letter that was signed by Assemblymembers Sharon Quirk-Silva (D-Fullerton), Laurie Davies (R-Laguna Niguel), and Kelly Seyarto (R-Murrieta).
- The final budget bill also extends the deadline for HCD to develop recommendations to improve the Regional Housing Needs Assessment (RHNA) process and methodology from December 31, 2022 to December 31, 2023. Additionally, it requires HCD to provide the Legislature with an update on its progress on this by July 1, 2023.
- The bill expands the definition of eligible applicants for the Infill Infrastructure Grant (IIG) program to include Indian reservations or rancherias and tribally designated housing entities. The trailer bill also provides additional points or preferences for IIG Qualifying Infill Areas applications from jurisdictions that have achieved HCD's Pro Housing designation.
- The budget bill establishes the California Dream for All Program to provide shared appreciation loans to low- and moderate-income homebuyers in the purchase of owner-occupied homes.
- The budget deal requires HCD's emergency regulations on the Pro Housing designation to remain in effect until the permanent regulations become effective.

Transportation Trailer Bill

Investments included in the final budget bill that benefit public transit or clean transportation projects are included in SB 198, the transportation trailer bill, and Assembly Bill (AB) 180, which amends to the FY 2021 Budget Act. Some highlights include:

- \$3.65 billion starting in FY 2021-22 for transit capital projects to be administered through the Transit and Intercity Rail Capital Program.
 - Of this total, \$300 million is dedicated to project development activities related to rail realignment capital projects for high-priority intercity rail projects located primarily in the coastal zone, identified in the State Rail Plan as being at risk of sea-level rise, and designated as a Strategic Rail Corridor Network by the United States Department of Defense and Federal Railroad Administration.

-
- Of this total, \$1.8315 billion is dedicated to high-priority transit projects in Southern California, geographically inclusive of the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura.
 - No less than \$900 million of the \$1.8315 billion shall be administered as a General Fund set-aside for an “Existing TIRCP Projects Leveraging Federal & Local Funds Reserve” and shall be available for multi-year grants to support the delivery of capital projects that have previously received grants from the Transit and Intercity Rail Capital Program and that can demonstrate that a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant Program, Expedited Project Delivery Program, or other such federal funding source.
 - Of this total, \$1.4985 billion is dedicated to other geographical areas not listed above for high-priority transit and rail infrastructure projects.
 - No less than \$900 million of the \$1.4985 billion shall be administered as a General Fund set-aside for an “Existing TIRCP Projects Leveraging Federal & Local Funds Reserve” and shall be available for multi-year grants to support the delivery of capital projects that have previously received grants from the Transit and Intercity Rail Capital Program and that can demonstrate that a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant Program, Expedited Project Delivery Program, or other such federal funding source.
 - Of the total \$3.33 for TIRCP projects, up to \$150 million shall be administered as a General Fund set-aside for a “Major Projects Project Development Reserve” and shall be available for multiyear grants to support the delivery of capital projects and programs of projects that have entered or have applied to enter federal project development processes for at least a portion of the project or program of projects, and that expect to receive federal funding in the future once complete with project development.
 - \$4 billion over two years starting in FY 2023-2024 for transit capital projects statewide, allocated via population-based formula.
 - Of this total \$2 billion shall be available for each fiscal year, for the 2023–24 and 2024–25 fiscal years for transit and intercity rail capital projects. It is the goal of the
-

Legislature that each recipient of funding described in subdivision (a) of Section 99313 of the Public Utilities Code will receive a minimum allocation of three hundred thousand dollars (\$300,000) from Transit and Intercity Rail Capital Program funds described in this section, with the balance of the Transit and Intercity Rail Capital Program funds described in this section allocated on a population-based formula to each recipient of funding described in subdivision (a) of Section 99313 of the Public Utilities Code. It is the intent of the Legislature that these funds will be used consistent with the uses identified Item 0521-131-0001 of Section 2.00 of the Budget Act of 2021.

- \$1.049 billion starting in FY 2021-22 for the Active Transportation Program.
- \$198 million starting in FY 2021-22 for local climate adaptation projects. The criteria for the program is contained in Section 3 of SB/AB 198.
 - Of this total, \$148 million shall be allocated through the Local Transportation Infrastructure Climate Adaptation Project program. These funds shall be administered by the California Transportation Commission for purposes of development and implementing projects adapting local transportation infrastructure to climate change.
 - Of this total, \$50 million shall be allocated through the Transportation Infrastructure Climate Adaptation Strategy Grant program. These funds shall be available for competitive grants awarded and administered by the California Department of Transportation to local agencies to identify transportation-related climate vulnerabilities through the development of climate adaptation plans and to identify ways to incorporate transportation climate adaptation needs into existing transportation plans.
- \$350 million starting in FY 2021-22 for grade separation projects.

The allocation of this funding would only proceed if the Legislature and the Administration reached an agreement on funding for the California high-speed rail project. Importantly, the transportation funding package includes the appropriation of \$4.2 billion from Proposition 1A and also includes a number of oversight provisions, including the creation of an Inspector General, for the project.

Separate from these investments, \$619 million is provided for investments to support the transition to zero emission vehicles and associated infrastructure, which are contingent upon future legislation.



Finally, AB 194, the revenue and taxation trailer bill, institutes a partial sales and use tax exemption for diesel fuel from October 1, 2022 to October 1, 2023, impacting only revenues collected by the State and deposited into the General Fund. The partial sales and use tax exemption would not impact funding that supports transportation programs.

FISCAL IMPACT:

Work associated with the State Budget Update is contained in the Indirect Cost budget, Legislation 810-0120.10.