



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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REMOTE PARTICIPATION ONLY

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

Tuesday, June 21, 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, June 20, 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, June 20, 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 – June 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 laPeña**
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, June 21, 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)

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, June 20, 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, June 20, 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 – May 24, 2022
2. Calendar of Meetings

Receive and File

3. Legislative Tracking Report
4. Legislative Advocacy Update

ACTION ITEMS

5. Housing Bills of Interest
(Estee Sepulveda, Legislative Analyst)
6. Transportation Bills of Interest
(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
June 21, 2022

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, MAY 24, 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

Peggy Huang (Chair)

Jose Luis Solache (Vice Chair)

Cindy Allen
Claudia Bill-de la Pena
Margaret Finlay
Alex Fisch
Curt Hagman
Jan Harnik
Patricia Lock Dawson
Clint Lorimore
Ray Marquez
David J. Shapiro
Cheryl Viegas-Walker
Alan Wapner

Lynwood
Long Beach
Thousand Oaks
Duarte
Culver City

Riverside
Eastvale
Chino Hills
Calabasas
El Centro

TCA

District 26
District 30
District 46
District 35
District 41
San Bernardino County
RCTC
District 68
District 4
District 10
District 44
District 1
SBCTA

MEMBERS NOT PRESENT

Lorrie Brown
Mike Posey
Deborah Robertson
Donald P. Wagner

Ventura
Huntington Beach
Rialto

District 47
District 64
District 8
Orange County

CALL TO ORDER

Chair Peggy Huang 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

Chair Huang opened the Public Comment Period for items not listed on the agenda and outlined the instructions for public comments. She noted that this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction not listed on the agenda. SCAG staff confirmed that there were no public comments submitted via email to ePublicComment@scag.ca.gov or any raised hands. Seeing and hearing no public comment speakers, Chair Huang 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 – April 19, 2022
2. SCAG Memberships and Sponsorships

Receive and File

3. Legislative Tracking Report

Chair Huang opened the Public Comment Period for the Consent Calendar items 1 through 3. Seeing and hearing no public comment speakers, Chair Huang closed the public comment period.

Chair Huang 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 (Shapiro) and APPROVED by a majority roll call vote as follows:

AYES: Finlay, Hagman, Harnik, Huang, Lock Dawson, Lorimore, Marquez, Shapiro, Solache, Viegas-Walker, and Wapner (11)

NOES: None (0)

ABSTAINS: Bill-de la Pena and Fisch (2)

INFORMATION ITEMS

4. LCMC Welcome and Orientation

Chair Huang opened the Public Comment Period for item #4. Seeing and hearing no public comment speakers, Chair Huang closed the public comment period.

Mr. Kevin Gilhooley, Legislation Manager, began his remarks by congratulating the committee members on their appointment to the Legislative/Communications and Membership Committee (LCMC). Mr. Gilhooley, Legislation Manager, and Legislation Department Analysts Estee Sepulveda and David Angel individually introduced themselves to the committee by providing their length of time at SCAG, professional background, and education. Mr. Gilhooley gave a brief overview of the committee's goals, which is to bring the LCMC an exciting, relevant, and professional agenda. He stated they use the Legislative Platform as their guide for bills and resolutions that are presented with recommendations to support, oppose, or amend. He mentioned that Perla Lopez, Clerk to the Committee, would contact the committee members monthly to verify the quorum and distribute the LCMC agenda. Mr. Gilhooley noted that during today's LCMC Orientation, staff attached three items for them to review. The first item was the Legislative Platform, on which Mr. Angel provided background information, the SCAG bill position tracker, which Mr. Gilhooley addressed, and the third was the Proposed Calendar of meetings, which Ms. Sepulveda presented. Mr. Gilhooley also went over other important roles the committee takes on other than discussing policy issues and taking positions on legislative bills. He emphasized that if a committee member wishes to have an item considered by the LCMC, the best opportunity would be to mention it when the Chair asks for "future agenda items" at the end of the LCMC meeting or by sending a note to the Chair or him.

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

Hon. Cheryl-Viegas Walker, El Centro, District 1, began by first thanking the Legislative staff on the recap of the importance of the committee. She also asked staff if they could briefly provide an overview of how to better understand the status of a legislative bill on the bill tracker. Mr. Gilhooley addressed Hon. Viegas-Walker requested and provided a step-by-step overview of the state legislative process.

5. Washington, D.C. Update

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

Ms. Estee Sepulveda, Legislative Analyst, began her remarks by briefly introducing SCAG's federal lobbyist in Washington, D.C., Leslie Pollner, and Lauri Hettinger, Senior Policy Advisors at Holland & Knight (H&K), a global consulting firm. Ms. Sepulveda emphasized that with their assistance, SCAG has been able to amplify its voice in new and exciting ways. She mentioned that Ms. Pollner and Ms. Hettinger have coordinated several virtual and in-person meetings with legislators from around the region and U.S. Department of Transportation officials. She also mentioned they have helped SCAG navigate through pandemic relief legislation that dominated Congress' schedule in 2020 and 2021 and in seeking opportunities to apply for federal funding with the passage of the bipartisan infrastructure law. Ms. Sepulveda invited Ms. Pollner and Ms. Hettinger to join today's meeting by introducing themselves to the committee.

Ms. Leslie Pollner of Holland and Knight began by thanking Ms. Sepulveda for doing an excellent job of providing a brief background on her and Ms. Hettinger. She also expressed her excitement to see many familiar faces on this committee. She mentioned that with the bipartisan infrastructure law, there are unprecedented resources, noting that there is a real commitment from the administration at the Department of Transportation (DOT) to work with local government. Thus, the DOT is providing several funding opportunities that H&K has flagged for SCAG that may benefit local communities. She concluded by stating that they are looking forward to continuing to work with SCAG and would be happy to answer any questions from the committee members.

Chair Huang opened the floor to the committee members for questions or comments. Seeing and hearing no questions or comments from the committee members, Chair Huang moved on to the next item on the agenda.

6. Sacramento and May Revise Update

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

Mr. David Angel, Legislative Analyst, began his remarks by introducing SCAG's state lobbyist in Sacramento, Steve Cruz, a partner at Cruz Strategies. He stated Cruz Strategies has been helping SCAG advocate for its legislative priorities since December 2020 and has helped secure many meetings with state legislators, most recently, with Transportation Chair Lena Gonzalez. He also noted that Cruz Strategies has helped distribute advocacy letters and share their expertise. Mr. Angel turned it over to Mr. Cruz, who briefly introduced his colleague Mr. Mark MacDonald who

would be presenting with him today. Mr. Cruz began his presentation by providing the committee with an overview of the current legislative deadlines in Sacramento. Mr. MacDonald provided an update on the May Revise Proposal. Mr. Cruz spoke on proposed inflation-relief packages, infrastructure proposals, and housing and transportation investments. Mr. MacDonald concluded the presentation by addressing a \$1.1 billion investment over two years to the California Department of Technology's Broadband Middle-Mile Initiative and the \$80 million to expand San Diego's State's satellite campus in Brawley/Imperial Valley to support the state's goals for the Lithium Valley.

Chair Huang opened the floor for questions or comments. Seeing and hearing none, she asked Cruz Strategies if they knew if any of the 40 percent of the money going to public schools would go towards broadband. Mr. MacDonald acknowledged Chair Huang's question and addressed it. Chair Huang also asked about any conversations concerning additional funding going to local governments. Mr. Cruz acknowledged Chair Huang's question and responded by sharing his knowledge on the topic. He also noted that the mandated funding was not included in the May Revise and therefore didn't think that would be the focus of their efforts.

Hon. Viegas-Walker, El Centro, District 1, provided comments on unfunded mandates and the Cal Cities pitch to Sacramento. She also shared her thoughts on broadband and recommended tracking this with Caltrans.

Hon. Margaret Finlay, Duarte, District 35, also shared her thoughts on the 40 percent of the money designated to public schools.

7. Legislative Advocacy Update

Chair Huang opened the Public Comment Period for item #7. Seeing and hearing no public comment speakers, Chair Huang closed the public comment period.

Mr. Kevin Gilhooley, Legislation Manager, provided the Committee members with an update on SCAG's most recent legislative advocacy, including efforts to improve and augment the Infill Infrastructure Grant program. He also spoke on the various SCAG lobby trips he attended with Past President Clint Lorimore to advocate for SCAG's budgetary priorities. He mentioned that during one of their meetings, they spoke with Assembly Transportation Committee Chair Laura Friedman (D-Glendale) who was particularly supportive of SCAG's transit and active transportation requests.

Mr. Gilhooley turned it over to Ms. Sepulveda who provided the committee with an update on the Bipartisan Infrastructure Law and the several federal infrastructure funding opportunities it brought. She reported that to date, the Biden administration announced the availability of approximately 110 billion dollars in federal formula and competitive grant funding. She also noted

that the White House released several new tools and updated existing ones that could be accessed on the White House website www.whitehouse.gov/build/six-month-anniversary. Ms. Sepulveda also mentioned that over the next few months, there would be several funding opportunities for local governments and transportation agencies to apply for funding. She noted that in the agenda packet, the committee members could find a current list of opportunities and briefly listed a couple of them. Ms. Sepulveda concluded her report by informing the committee members that SCAG offers letters of support as a service to member cities and counties to help bolster their applications. She stated that any interested cities should contact Mr. David Angel for more information or to submit a request.

Chair Huang opened the floor to the committee members for questions or comments. Seeing and hearing no questions or comments from the committee members, Chair Huang moved on to the next item on the agenda.

8. 2022 Regional Conference and General Assembly – Post-Event Recap

Chair Huang opened the Public Comment Period for item #8. Seeing and hearing no public comment speakers, Chair Huang closed the public comment period.

Ms. Margaret de Larios, Public Affairs Specialist, provided the Committee members with a post-event recap on the 57th Annual Regional Conference & General Assembly held in person on May 5-6th, 2022. She emphasized that the event was a definite success, drawing an unexpectedly high turnout despite being the first in-person General Assembly since 2019. She briefly recapped the General Assembly's program. Ms. de Larios also reported that the 2022 Host Committee raised approximately \$325,000 in sponsorship funding, which was 130 percent of the set goal and 8.6 percent less than the previous high-water mark for sponsorship, set in 2019. She provided an overview of the attendee survey, stating the positive responses and comments. She concluded her report by noting that the staff report contained a wealth of additional summary statistics, full export of the survey results, a roundup of media coverage, and an overview of communications efforts.

Chair Huang opened the floor to the committee members for questions or comments. Chair Huang thanked SCAG staff for their hard work and shared that she thought this was a successful General Assembly. Hon. David Shapiro, Calabasas, District 44, echoed Chair Huang's sentiments regarding the General Assembly and staff.

Hon. Viegas-Walker, El Centro, District 1, expressed how pleased she was to see the reciprocal engagement between sponsors and the many decision-makers who attended the conference.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Ms. Javiera Cartagena, Director of Government and Public Affairs, began her remarks by first congratulating Chair Peggy Huang for her appointment as Chair to the LCMC and second thanking those who made the Regional Conference and General Assembly such a huge success.

Ms. Cartagena announced that SCAG sent out an email to all regional Planning Directors and cities as SCAG initiates its Local Data Exchange (LDX) process. She mentioned that SCAG is initiating this process of meeting with local jurisdictions in the region to support the development of the Connect SoCal. She stated that cities would have an opportunity to meet with SCAG staff to review the data and discuss the layers in detail. She noted that Tom Vo, Program Manager for Local Information Services, and Kevin Kane, Program Manager for Demographics, would be the SCAG contacts for this process and could be reached via email at list@scag.ca.gov.

Lastly, Ms. Cartagena introduced and welcomed Christina Pirruccello, SCAG's new Public Affairs Specialist, to the Government and Public Affairs division.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, Chair Huang adjourned the Legislative/Communications and Membership Committee meeting at 9:44 a.m.

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

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AGENDA ITEM 2
REPORT

Southern California Association of Governments
Remote Participation Only
June 21, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Estee Sepulveda, Legislative Analyst III,
(213) 236-1864, sepulveda@scag.ca.gov

Subject: Calendar of Meetings

RECOMMENDED ACTION:

Approve

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Staff prepared a schedule of meeting dates for the Legislative/Communications and Membership Committee (LCMC) to coincide with the year-long terms of the LCMC Chair and Vice Chair that began in May 2022 and will end in May 2023. Notably, staff proposes the Committee that the Committee go dark in October 2022.

BACKGROUND:

As the 2022-2023 term for the LCMC begins, staff proposes a schedule of meeting dates for the Committee’s consideration. The Committee generally meets on the third Tuesday of the month. The schedule can be viewed in the attached 2022-23 Calendar of Meetings. The current term for Members of the LCMC is through the May 4, 2023 General Assembly.

The California State Legislature will end its two-year session on August 31, 2022 and will convene the 2023-24 Regular Session on December 5, 2022. The House of Representatives will adjourn from the start of October 2022 until after the November election, while the Senate will be in session for a very limited number of days during that time. Therefore, staff proposes that the Committee go dark in October 2022.



RECOMMENDATION:

This item was presented as an informational item at the LCMC's May 24, 2022 meeting. Having received no feedback from Committee members, staff recommends the LCMC approve the calendar of meetings as proposed.

FISCAL IMPACT:

Work associated with the Calendar of Meetings Report is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 2022-23 LCMC Calendar of Meetings



Southern California Association of Government
2022-2023 Legislative/Communications and Membership Committee Meeting

JUNE 2022						
Su	M	Tu	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

JULY 2022						
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31						

AUGUST 2022						
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SEPTEMBER 2022						
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OCTOBER 2022						
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30	31					

NOVEMBER 2022						
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27	28	29	30			

DECEMBER 2022						
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JANUARY 2023						
Su	M	Tu	W	Th	F	Sa
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29	30	31				

FEBRUARY 2023						
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26	27	28				

MARCH 2023						
Su	M	Tu	W	Th	F	Sa
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APRIL 2023						
Su	M	Tu	W	Th	F	Sa
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23	24	25	26	27	28	29
30						

MAY 2023						
Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

SCAG Regional Council Meeting

SCAG Holidays

Legislative/Communications and Membership Committee Meeting

Annual Sacramento Advocacy Trip

Attachment: 2022-23 LCMC Calendar of Meetings (Calendar of Meetings)



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
June 21, 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 171 measures that have a nexus to the Regional Council’s adopted 2022 State and Federal Legislative Platform.

The Governor released a \$300.7 billion budget proposal known as the “May Revise” on May 13, 2022. The May Revise includes a proposed \$277 billion General Fund. General Fund revenues are now estimated to be nearly \$55 billion higher than the January Budget, for a total “budget surplus” estimated to be \$97.5 billion. Subsequently, the Legislature approved a \$300 billion state budget spending plan on June 13, 2022, to meet the constitutionally mandated June 15 deadline. However, many budget items must be negotiated between the Governor and the Legislature before the final budget is approved. These negotiations will be passed through an upcoming “Budget Bill Jr.” and Budget Trailer Bills that will amend the recently approved budget bill. This process will likely extend through the start of the new Fiscal Year on July 1 as the Governor and Legislature negotiate differences on gas tax relief, education, climate change, transportation, and other issues.

As we approach Summer Recess, there are a few deadlines to track. Recently, the deadline for bills to pass in their house of origin lapsed on May 27, 2022, and the Legislature passed a \$300 billion budget spending plan on June 13, 2022, ahead of the June 15, 2022, constitutional deadline to pass a budget bill. The last day for a legislative measure to qualify for the November 8 General Election ballot is next week on June 30, 2022, and the month-long Summer Recess will begin on July 1, 2022. Legislators will reconvene to finish the 2022 Legislative Session on August 1, 2022.

The table below highlights upcoming legislative deadlines:

Date	Deadline
May 27, 2022	Last day for each house to pass bills introduced in that house.
May 31, 2022	Committee meetings may resume.
June 15, 2022	Budget Bill passage 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

FISCAL IMPACT:

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

ATTACHMENT(S):

1. 03a - LCMC - 06212022 - Legislative Tracking Report

SCAG Bill Report 6/15/2022

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

Calendar: 6/16/2022 #64 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Introduced: 2/18/2022

Last Amend: 5/19/2022

Status: 6/8/2022-Referred to Com. on E., U. & C.

Location: 6/8/2022-S. E. U., & C.

Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including telephone corporations. Existing law requires the 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. Existing 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. Existing 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. The bill would also, for purposes of the Federal Funding Account, prohibit the commission from requiring recipients of grants to offer a service at a fixed price for more than 5 years or to offer a service to all its customers at a specified rate, or not to exceed a specified rate, and authorize the commission to require recipients of grants to participate in the federal Affordable Connectivity Program, or to offer a plan equivalent to those authorized pursuant to that federal program or a successor program, and to offer an affordable internet service plan to low-income households, as specified. This bill contains other existing laws.

Position

[AB 2751](#) ([Garcia, Eduardo D](#)) **Affordable Internet and Net Equality Act of 2022.**

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

Introduced: 2/18/2022

Last Amend: 5/2/2022

Status: 6/14/2022-VOTE: [First] hearing set for [06-14-2022]: Failed passage in Committee. Reconsideration granted (PASS)

Location: 6/1/2022-S. G.O.

Attachment: 03a - LCMC - 06212022 - Legislative Tracking Report (Legislative Tracking Report)

Summary: Current law requires all contracts for the acquisition of information technology goods and services related to information technology projects, as defined, to be made by or under the supervision of the Department of Technology, which also has the final authority in the determination of information technology procurement policy. This bill, the Affordable Internet and Net Equality Act of 2022, would require the Department of Technology, in coordination with the Public Utilities Commission and the Department of General Services, to develop and establish the Net Equality Program. The bill would require the state and state agencies, except the Department of Forestry and Fire Protection and the Office of Emergency Services, to only do business with an internet service provider offering affordable home internet service to households participating in certain public assistance programs, as specified. The bill would define affordable home internet service to mean internet service costing no more than \$40 per month and that meets specified minimum speed requirements.

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: 6/13/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E., U. & C.

Location: 6/1/2022-S. E. U., & C.

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 1001 (Garcia, Cristina D) Environment: mitigation measures for air quality impacts: environmental justice.

Current Text: Amended: 3/22/2022 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 3/22/2022

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

Location: 5/4/2022-S. E.Q.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air quality of a disadvantaged community, to include measures for avoiding, minimizing, or otherwise mitigating for the adverse effects on that community. The bill would require mitigation measures to include measures conducted at the project site that avoid or minimize to less than significant the adverse effects on the air quality of a disadvantaged community or measures conducted in the affected disadvantaged community that directly mitigate those effects.

Position

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

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

Introduced: 2/18/2022

Last Amend: 4/18/2022

Status: 6/14/2022-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 8. Noes 0.) (June

13). Re-referred to Com. on GOV. & F.

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

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. 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 denies a project an exemption from CEQA for which it is eligible, as described, or requires further environmental study to adopt a negative declaration or addendum for the project or to certify an environmental impact report for the project when there is a legally sufficient basis in the record before the local agency to adopt a negative declaration or addendum or to certify an environmental impact report without further study.

Position

SB 886

(Wiener D) California Environmental Quality Act: exemption: public universities: university housing development projects.

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

Introduced: 1/27/2022

Last Amend: 5/19/2022

Status: 6/13/2022-VOTE: Do pass as amended and be re-referred to the Committee on [Appropriations] (PASS)

Location: 6/13/2022-A. APPR.

Summary: Would, until January 1, 2030, exempt from CEQA a university housing development project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements and the project is not located, in whole or in part, on certain sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements.

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: 6/14/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (June 13). Re-referred to Com. on APPR.

Location: 6/13/2022-A. APPR.

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

Attachment: 03a - LCMC - 06212022 - Legislative Tracking Report (Legislative Tracking Report)

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

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

Introduced: 2/18/2022

Status: 6/1/2022-Referred to Com. on JUD.

Location: 6/1/2022-S. JUD.

Summary: 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. This bill contains other existing laws.

Position

City Clerk

[AB 1944](#) (Lee D) Local government: open and public meetings.

Current Text: Amended: 5/25/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 5/25/2022

Status: 6/8/2022-Referred to Coms. on GOV. & F. and JUD.

Location: 6/8/2022-S. GOV. & F.

Summary: 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. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely.

Position

Support

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

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

Introduced: 2/17/2022

Last Amend: 5/23/2022

Status: 6/8/2022-Referred to Coms. on GOV. & F. and JUD.

Location: 6/8/2022-S. GOV. & F.

Summary: 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. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would revise and recast those teleconferencing provisions and, until January 1, 2028, 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.

Position

Support

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

Attachment: 03a - LCMC - 06212022 - Legislative Tracking Report (Legislative Tracking Report)

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

Introduced: 2/18/2022

Last Amend: 5/2/2022

Status: 5/25/2022-Referred to Com. on E. & C.A.

Location: 5/25/2022-S. E. & C.A.

Calendar: 6/21/2022 9:30 a.m. - 1021 O Street, Room 2200 SENATE ELECTIONS AND CONSTITUTIONAL AMENDMENTS, GLAZER, Chair

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: 5/25/2022-Referred to Com. on GOV. & F.

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 938 (Hertzberg D) The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000: protest proceedings: procedural consolidation.

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

Introduced: 2/8/2022

Last Amend: 6/9/2022

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

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

Calendar: 6/16/2022 #47 ASSEMBLY THIRD READING FILE - SENATE BILLS

Summary: The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 provides the exclusive authority and procedure for the initiation, conduct, and completion of changes of organization and reorganization for cities and districts, except as specified. Under existing law, in each county there is a local agency formation commission (commission) that oversees these changes of organization and reorganization. Current law authorizes a commission to dissolve an inactive district if specified conditions are satisfied. This bill would also authorize a commission to initiate a proposal for the dissolution of a district, as described, if the commission approves, adopts, or accepts a specified study that includes a finding, based on a preponderance of the evidence, that, among other things, the district has one or more documented chronic service provision deficiencies, the district spent public funds in an unlawful or reckless manner, or the district has shown willful neglect by failing to consistently adhere to the California Public Records Act. The bill would require the commission to adopt a resolution of intent to initiate a dissolution based on these provisions and to provide a remediation period of at least 12 months, during which the district may take steps to remedy the stated deficiencies.

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: 6/6/2022-From committee with author's amendments. Read second time and amended. Referred to Com. on L. GOV.

Location: 5/5/2022-A. L. GOV.

Calendar: 6/15/2022 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary: 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. 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. The bill, except as provided, would require removal to be preceded by a warning to the individual by the presiding member of the legislative body or their designee that the individual's behavior is disrupting the meeting and that the individual's failure to cease their behavior may result in their removal.

Position

Climate Bonds

[AB 2387](#) ([Garcia, Eduardo D](#)) **Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022.**

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

Introduced: 2/17/2022

Last Amend: 3/21/2022

Status: 5/19/2022-In committee: Held under submission.

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

Summary: Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$7,430,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.

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.

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

Calendar: 6/16/2022 #51 SENATE ASSEMBLY BILLS - THIRD READING FILE

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: 6/9/2022-Action rescinded whereby the bill was referred to Com. on GOV. & F.

Location: 6/9/2022-S. E.Q.

Calendar: 6/22/2022 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, 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: 6/6/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

Location: 5/27/2022-A. L. GOV.

Calendar: 6/15/2022 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, 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.

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: 6/14/2022-VOTE: Do pass, but first be re-referred to the Committee on [Judiciary] (PASS)

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

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: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 6/8/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (June 8). Re-referred to Com. on APPR.

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

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 branch and the Inter-Agency Leadership

Team, comprised of the Labor and Workforce Development Agency, the Office of Planning and Research, and the Governor's Office of Business and Economic Development, to administer the program. Current law makes the team jointly responsible for planning, oversight, and decisionmaking, as specified, and sets forth the specifics of the team's composition and duties. 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, state and federal recognized apprenticeship and preapprenticeship programs, and 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: 3/28/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 3/28/2022

Status: 5/25/2022-Referred to Com. on GOV. & F.

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

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 require a local authority to issue a permit for a large outdoor event, as defined, upon a promoter's satisfactory completion of the plan. By imposing these requirements on local government, this bill would impose a state-mandated local program.

Position

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

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

Introduced: 2/16/2021

Last Amend: 6/8/2022

Status: 6/8/2022-From committee with author's amendments. Read second time and amended. Referred to Com. on REV. & TAX.

Location: 5/23/2022-A. REV. & TAX

Calendar: 6/27/2022 2:30 p.m. - State Capitol, Room 126 ASSEMBLY REVENUE AND TAXATION, IRWIN 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. Existing 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 1721](#) **(Rodriguez D) Seismic retrofitting: soft story multifamily housing.**

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

Introduced: 1/27/2022

Last Amend: 5/19/2022

Status: 6/8/2022-Referred to Coms. on G.O. and INS.

Location: 6/8/2022-S. G.O.

Summary: Would establish the Seismic Retrofitting Program for Soft Story Multifamily Housing for the purposes of providing financial assistance to owners of soft story multifamily housing for seismic retrofitting to protect individuals living in multifamily housing that have been determined to be at risk of collapse in earthquakes, as specified. The bill would also establish the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund, and its subsidiary account, the Seismic Retrofitting Account, within

the State Treasury. Moneys in the fund would be available, upon appropriation by the Legislature, to the California Earthquake Authority for the purposes of distributing funds pursuant to the program. The bill would require the Controller, upon appropriation, to transfer \$400,000,000 annually to the fund. The bill would require OES and CEA to enter into or use a joint powers agreement to develop and administer the program, as specified. The bill would require OES and CEA to submit a specified report to the Legislature by July 1, 2042, regarding the implementation of the program. The bill would make these provisions inoperative on July 1, 2042, and would repeal them as of January 1, 2043.

Position

[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: 6/8/2022-Referred to Com. on G.O.

Location: 6/8/2022-S. G.O.

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: 3/30/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 3/30/2022

Status: 6/8/2022-Referred to Coms. on JUD. and L., P.E. & R.

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

Calendar: 6/21/2022 10 a.m. - 1021 O Street, Room 2100 SENATE JUDICIARY, UMBERG, Chair

Summary: 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.

Position

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

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

Introduced: 2/18/2022

Status: 6/8/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (June 8). Re-referred to Com. on APPR.

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

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

Introduced: 2/15/2022

Last Amend: 6/13/2022

Status: 6/13/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. & E.

Location: 6/9/2022-A. L. & E.

Calendar: 6/22/2022 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, KALRA, 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 an 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: 3/21/2022 [html](#) [pdf](#)

Introduced: 1/4/2022

Last Amend: 3/21/2022

Status: 6/2/2022-Referred to Com. on U. & E.

Location: 6/2/2022-A. U. & E.

Calendar: 6/22/2022 1:30 p.m. - State Capitol, Room 437 ASSEMBLY UTILITIES AND ENERGY, GARCIA EDUARDO, Chair

Summary: Current law assigns the State Energy Resources Conservation and Development 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 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 1 (Garcia, Cristina D) Lead-Acid Battery Recycling Act of 2016: dealer notice: California battery fee.

Current Text: Amended: 5/18/2022 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 5/18/2022

Status: 6/2/2022-Withdrawn from committee. Re-referred to Com. on APPR.

Location: 6/2/2022-S. APPR.

Calendar: 6/20/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: The Lead-Acid Battery Recycling Act of 2016, as part of the hazardous waste control laws,

prohibits a person from disposing, or attempting to dispose, of a lead-acid battery at a solid waste facility or on or in any land, surface waters, watercourses, or marine waters, but authorizes a person to dispose of a lead-acid battery at certain locations. The act imposes a California battery fee on a person for specified types of replacement lead-acid batteries purchased from a dealer in the amount of \$1 until March 31, 2022, and in the amount of \$2 commencing April 1, 2022. The act requires a dealer to post a written notice or include on the purchaser's receipt for one of these lead-acid batteries specified language, including language stating that the dealer is required by law to charge a nonrefundable \$1 California battery fee. A violation of the hazardous waste control laws is a crime. This bill would revise the language required to be included in that notice or on the purchaser's receipt by increasing the stated amount of the California battery fee from \$1 to \$2.

Position
Watch

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

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

Introduced: 2/1/2022

Last Amend: 5/19/2022

Status: 6/8/2022-Referred to Com. on E.Q.

Location: 6/8/2022-S. E.Q.

Calendar: 6/29/2022 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

Summary: Current law requires the State Air Resources Board, based on the assessment and identification of communities with high cumulative exposure burdens, to select locations around the state for preparation of community emissions reduction programs. Current law requires an air district encompassing any location selected by the state board to adopt, within one year of the state board's selection, a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures, as specified. Current law also requires an air district to submit the community emissions reduction program to the state board for review and approval as prescribed, and to prepare an annual report summarizing the results and actions taken to further reduce emissions pursuant to the community emissions reduction program, among other things. This bill would require the state board to 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 community steering committee agrees. 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.

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: 6/13/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HEALTH.

Location: 6/8/2022-S. HEALTH

Calendar: 6/22/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE HEALTH, PAN, 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

Attachment: 03a - LCMC - 06212022 - Legislative Tracking Report (Legislative Tracking Report)

AB 2114 (Kalra D) California Pocket Forest Initiative.

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

Introduced: 2/14/2022

Last Amend: 6/6/2022

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

Location: 6/1/2022-S. APPR.

Calendar: 6/20/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would establish the California Pocket Forest Initiative, administered by the Department of Forestry and Fire Protection in conjunction with the California Urban Forestry Act of 1978. Upon an appropriation by the Legislature, the bill would authorize the department to provide grants to cities, counties, districts, nonprofit organizations, and public schools to establish pocket forests on public lands, as provided. The bill would require the department to prioritize disadvantaged communities and communities that lack publicly accessible green space for these grants. The bill would require the department to partner with one or more academic institutions to test, and submit a report on or before January 1, 2029, to the Legislature that evaluates, the applicability and effectiveness of the Miyawaki method, as defined, to restore degraded lands and reforest urban areas in multiple regions throughout California.

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: 6/13/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on INS.

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

Calendar: 6/22/2022 1:30 p.m. - 1021 O Street, Room 2100 SENATE INSURANCE, RUBIO, SUSAN, 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: 5/19/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 5/19/2022

Status: 6/8/2022-Referred to Com. on N.R. & W.

Location: 6/8/2022-S. N.R. & W.

Calendar: 6/20/2022 10 a.m. - 1021 O Street, Room 2100 SENATE NATURAL RESOURCES AND WATER, STERN, Chair

Summary: The California Urban Forestry Act of 1978, among other things, promotes the use of urban forest resources for the purposes of increasing integrated projects with multiple benefits in urban communities and promotes policies and incentives that advance improved maintenance of urban forest canopy to optimize multiple benefits. This bill would require the Department of Forestry and Fire Protection to develop a statewide strategic plan, as specified, to achieve a 10% increase of tree canopy cover in urban areas by 2035.

Position

Attachment: 03a - LCMC - 06212022 - Legislative Tracking Report (Legislative Tracking Report)

[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: 6/9/2022-From committee chair, with author's amendments: Amend, and re-refer to committee Read second time, amended, and re-referred to Com. on E.Q.

Location: 6/8/2022-S. E.Q.

Calendar: 6/22/2022 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, 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 disadvantage 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: 6/13/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/13/2022

Status: 6/13/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on N.R. & W.

Location: 6/8/2022-S. N.R. & W.

Calendar: 6/20/2022 10 a.m. - 1021 O Street, Room 2100 SENATE NATURAL RESOURCES AND WATER, STERN, Chair

Summary: Would require the State Water Resources Control Board to establish a Drought Section within the Division of Water Rights, 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: 3/14/2022 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 3/14/2022

Status: 4/26/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 1.) (April 26). Re-referred to Com. on APPR.

Location: 4/26/2022-A. APPR.

Summary: The Budget Act of 2021 appropriated \$50,000 from the General Fund to the department to rename the "Eden Landing Ecological Reserve" the "Congressman Pete Stark Ecological Reserve." This bill 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 of Fish and Wildlife to implement that name change and would provide that, notwithstanding any other law, commission approval is not required for implementation of the name change.

Position

Watch

[SB 45](#)

(Portantino D) Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.

Attachment: 03a - LCMC - 06212022 - Legislative Tracking Report (Legislative Tracking Report)

Current Text: Amended: 1/3/2022 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 1/3/2022

Status: 6/8/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 9. Noes 0.) (June 6). Re-referred to Com. on APPR.

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

Summary: Current law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve the organic waste reduction goals established by the state board for 2020 and 2025, as provided. Current law requires the department, no later than July 1, 2020, and in consultation with the state board, to analyze the progress that the waste sector, state government, and local governments have made in achieving these organic waste reduction goals. This bill would require the department, in consultation with the state board, to provide assistance to local jurisdictions, including, but not limited to, any funding appropriated by the Legislature in the annual Budget Act, for purposes of assisting local agencies to comply with these provisions, including any regulations adopted by the department.

Position

Watch

SB 54

(Allen D) Plastic Pollution Producer Responsibility Act.

Current Text: Amended: 2/25/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 2/25/2021

Status: 5/5/2022-Referred to Com. on NAT. RES.

Location: 5/5/2022-A. NAT. RES.

Summary: Would establish the Plastic Pollution Producer Responsibility Act, which would prohibit producers of single-use, disposable packaging or single-use, disposable food service ware products from offering for sale, selling, distributing, or importing in or into the state such packaging or products that are manufactured on or after January 1, 2032, unless they are recyclable or compostable.

Position

Watch

SB 989

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

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

Introduced: 2/14/2022

Last Amend: 6/13/2022

Status: 6/14/2022-June 13 set for first hearing canceled at the request of author.

Location: 5/27/2022-A. NAT. RES.

Summary: The California Constitution generally limits ad valorem taxes on real property to 1% of the full cash value of that property, defined as the county assessor's valuation of real property as shown on the 1975-76 tax bill and, thereafter, the appraised value of the property when purchased, newly constructed, or a change in ownership occurs after the 1975 assessment, subject to an annual inflation adjustment not to exceed 2%. 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 current property tax law, unpaid property taxes become delinquent, and subject to a delinquent penalty of 10%, as provided. Existing 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.

Position

SB 991

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

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

Introduced: 2/14/2022

Last Amend: 6/6/2022

Status: 6/6/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

Location: 5/19/2022-A. L. GOV.

Calendar: 6/15/2022 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary: Would 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 public works projects in excess of \$5,000,000, 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.

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: 6/2/2022-Referred to Com. on NAT. RES.

Location: 6/2/2022-A. NAT. RES.

Calendar: 6/20/2022 2:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, RIVAS, LUZ, 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: 5/19/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 5/19/2022

Status: 6/2/2022-Referred to Com. on E.S. & T.M.

Location: 6/2/2022-A. E.S. & T.M.

Summary: Current law requires the State Water Resources Control Board to adopt primary drinking water standards for contaminants in drinking water that are based upon specified criteria, as provided. Current law requires the Office of Environmental Health Hazard Assessment (OEHHA) to prepare and publish an assessment of the risks to public health posed by each contaminant for which the state board proposes a primary drinking water standard, as provided. Current law requires the risk assessment to contain an estimate of the level of the contaminant in drinking water that is not anticipated to cause or contribute to adverse health effects, or that does not pose any significant risk to public health, also known as the public health goal for the contaminant. Current law requires the state board to consider specified criteria when it adopts a primary drinking water standard, including the public health goal for the contaminant published by OEHHA. This bill would require, on or before July 1, 2025, OEHHA to prepare a public health goal for manganese, as provided. The bill would require the state board, after OEHHA publishes a public health goal for manganese, to adopt a primary drinking water standard for manganese and to establish monitoring requirements for manganese, as specified. The bill would require, on or before January 31, 2024, the state board to consider establishing a notification or response level for manganese that would remain in place until the state board adopts a primary drinking water standard for manganese.

Position

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

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

Introduced: 2/16/2022

Last Amend: 6/8/2022

Status: 6/14/2022-VOTE: Do pass and be re-referred to the Committee on [Education] (PASS)

Location: 6/14/2022-A. ED.

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, 2024, 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 contains lead pipe or non-lead-free pipe, the bill would require the operating agency to fit all drinking and cooking water sources with particulate and lead filters as soon as possible, subject to available funding, as specified.

Position

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

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

Introduced: 2/17/2022

Last Amend: 4/19/2022

Status: 5/27/2022-Referred to Com. on B. & P.

Location: 5/27/2022-A. B.&P.

Calendar: 6/21/2022 9:30 a.m. - 1021 O Street, Room 1100 ASSEMBLY BUSINESS AND PROFESSIONS, BERMAN, Chair

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, require public restroom 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 assistance: residential building extreme heat zone mitigation grant program.

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

Introduced: 2/17/2022

Last Amend: 5/19/2022

Status: 6/9/2022-Referred to Com. on NAT. RES.

Location: 6/9/2022-A. NAT. RES.

Summary: Current law requires the Department of Community Services and Development to receive and administer the federal Low-Income Home Energy Assistance Program Block Grant. Current law prescribes amounts to be applied to certain services under the program, including for weatherization and related services and the reduction of home energy needs, among other things. Current law establishes programs designed to provide long-term reductions in energy consumption by low-income household dwelling units, including assistance for the purchase of energy-efficient appliances. The Energy Conservation Act of 2001 requires the State Energy Resources Conservation and Development Commission to establish a grant program to provide financial assistance to eligible low-income individuals for constructing and retrofitting buildings to be more energy efficient by using design elements, including, among other things, the use of products certified by the commission as energy-efficient zone heating products. This bill would, upon appropriation by the Legislature, require the commission, in consultation with the Natural Resources Agency, to develop a residential building extreme heat zone mitigation grant program to provide grants to residents to mitigate extreme heat-related impacts, as provided.

Position

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

Current Text: Amended: 5/10/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 5/10/2022

Status: 5/27/2022-Referred to Com. on NAT. RES.

Location: 5/27/2022-A. NAT. RES.

Calendar: 6/20/2022 2:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, RIVAS, LUZ, 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 411](#) **(Irwin D) Veterans Housing and Homeless Prevention Bond Act of 2022.**

Current Text: Amended: 1/24/2022 [html](#) [pdf](#)

Introduced: 2/3/2021

Last Amend: 1/24/2022

Status: 6/1/2022-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 8. Noes 0.) (May 31). Re-referred to Com. on GOV. & F.

Location: 6/1/2022-S. GOV. & F.

Calendar: 6/15/2022 9 a.m. - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, Chair

Summary: Existing law, the Veterans Housing and Homeless Prevention Bond Act of 2014 (the 2014 bond act), authorizes the issuance of bonds in the amount of \$600,000,000, as specified, for expenditure by the California Housing Finance Agency, the Department of Housing and Community Development, and the Department of Veterans Affairs to provide housing to veterans and their families pursuant to the Veterans Housing and Homeless Prevention Act of 2014 (VHHPA). This bill would enact the Veterans Housing and Homeless Prevention Bond Act of 2022 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the VHHPA. The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act. This bill contains other related provisions.

Position

[AB 482](#) **(Ward D) Housing authorities: City of San Diego, County of San Bernardino, and County of Santa Clara: middle-income housing projects pilot program.**

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

Introduced: 2/8/2021

Last Amend: 6/14/2022

Status: 6/14/2022-Action rescinded whereby the bill was read third time, passed, and to Assembly. Ordered to third reading. Read third time and amended. Ordered to second reading.

Location: 6/14/2022-A. SECOND READING

Calendar: 6/16/2022 #27 SENATE ASSEMBLY BILLS - SECOND READING FILE

Summary: The Housing Authorities Law authorizes a housing authority of a city or county to, among other things, prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. Previously existing law, until January 1, 2022, authorized a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as defined, if the project received gap financing, as defined. Previously existing law required any gap financing to be approved by the housing authority's legislative body, as provided. Previously existing law required the housing authority to provide a report to the Legislature, as specified, on and before January 1, 2020, and on or before January 1, 2022. This bill would reenact the above-described authorization for a housing authority located in the City of San Diego, the County of San Bernardino, o

the County of Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as provided.

Position

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: 6/14/2022-Read second time. Ordered to third reading.

Location: 6/14/2022-S. THIRD READING

Calendar: 6/16/2022 #73 SENATE ASSEMBLY BILLS - THIRD READING FILE

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: 6/6/2022 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 6/6/2022

Status: 6/14/2022-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 7. Noes 0.) (June 13). Re-referred to Com. on GOV. & F.

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

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, specified percentages of units for moderate-income, lower income, or very low income households and meets other requirements. This bill would additionally require that a density bonus be provided under these provisions to a developer who agrees to construct a housing development that is a shared housing building, as defined, that meets specified requirements and will contain either 10% of the units for lower income households, as defined, or 5% of the units for very low income households, as defined. The bill would specify that a shared housing building will only be eligible for one waiver or reduction of development standards, as specified, unless the city, county, or city and county agrees to additional waivers or reductions of development standards.

Position

AB 916

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

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

Introduced: 2/17/2021

Last Amend: 5/11/2022

Status: 6/13/2022-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Governance and Finance] (PASS)

Location: 6/13/2022-S. GOV. & F.

Summary: The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances that regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill would prohibit a city or county legislative body from adopting or enforcing an ordinance requiring a public hearing as a condition of adding space for additional bedrooms or reconfiguring existing space to increase the bedroom count within an existing house, condominium, apartment, or dwelling. 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: 5/17/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/17/2022

Status: 6/1/2022-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 7. Noes 0.) (May 31). Re-referred to Com. on GOV. & F.

Location: 6/1/2022-S. GOV. & F.

Calendar: 6/15/2022 9 a.m. - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, Chair

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.

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: 6/14/2022-VOTE: Do pass, but first be re-referred to the Committee on [Environmental Quality (PASS)]

Location: 6/14/2022-S. E.Q.

Calendar: 6/15/2022 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, 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 1445](#) (Levine D) Planning and zoning: regional housing need allocation: climate change impacts.

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

Introduced: 2/19/2021

Last Amend: 6/6/2022

Status: 6/13/2022-In committee: Referred to suspense file.

Location: 6/13/2022-S. APPR. SUSPENSE FILE

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Current law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. Commencing January 1, 2025, this bill would require that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.

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: 5/26/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.

Location: 5/26/2022-S. GOV. & F.

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: 6/1/2022-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 7. Noes 0.) (May 31). Re-referred to Com. on GOV. & F.

Location: 6/1/2022-S. GOV. & F.

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: 5/25/2022 [html](#) [pdf](#)

Introduced: 1/3/2022

Last Amend: 5/25/2022

Status: 6/10/2022-6-16-2022 hearing rescheduled by committee to 6-15-2022

Location: 6/9/2022-S. ED.

Calendar: 6/15/2022 9 a.m. - 1021 O Street, Room 2100 SENATE EDUCATION, LEYVA, 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: 6/1/2022-Referred to Com. on HOUSING.

Location: 6/1/2022-S. HOUSING

Calendar: 6/21/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE HOUSING, WIENER, 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 1719 (Ward D) Housing: Community College Faculty and Employee Housing Act of 2022.

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

Introduced: 1/27/2022

Last Amend: 4/18/2022

Status: 6/14/2022-In committee: Reconsideration of a favorable vote granted. From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (June 13). Re-referred to Com. on APPR.

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

Calendar: 6/20/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: The Teacher Housing Act of 2016 authorizes a school district to establish and implement programs that address the housing needs of teachers and school district employees who face challenges in securing affordable housing, as provided. Under current law, a program established under the act is restricted to "teacher or school district employees," except as specified. Current law defines the term "teacher or school district employees" for these purposes to mean any person employed by a unified school district maintaining prekindergarten, transitional kindergarten, and grades 1 to 12, inclusive, an elementary school district maintaining prekindergarten, transitional kindergarten, and grades 1 to 8, inclusive, or a high school district maintaining grades 9 to 12, inclusive, including, but not limited to, certificated and classified staff. This bill would establish a substantially similar program for community college faculty and employees.

Position

AB 1850 (Ward D) Public housing: unrestricted multifamily housing.

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

Introduced: 2/8/2022

Last Amend: 6/6/2022

Status: 6/6/2022-From committee chair, with author's amendments: Amend, and re-refer to committee Read second time, amended, and re-referred to Com. on HOUSING.

Location: 5/11/2022-S. HOUSING

Calendar: 6/21/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE HOUSING, WIENER, Chair

Summary: Would prohibit a city, county, city and county, joint powers authority, or any other political subdivision of a state or local government from acquiring unrestricted multifamily housing, as defined, unless the development meets specified criteria, including, among other things, that the aggregate initial rent for all units postconversion is at least 10% less than the average aggregate monthly rent charged for all units over the 12-month period prior to conversion and at least 20% less than the small area fair market rent for at least half of the units, and the public entity agrees to make public on its internet website all financial and monitoring reports applicable to the development within 120 days of receipt. The bill would specify that those provisions do not apply to a development that is or will be subject to a regulatory agreement with the California Tax Credit Allocation Committee or the Department of Housing and Community Development, or is located in a flood plain or sea level rise vulnerability zone, as specified.

Position

AB 1911 (Gabriel D) Income taxes: credits: low-income housing.

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

Introduced: 2/9/2022

Last Amend: 4/19/2022

Status: 5/19/2022-Joint Rule 62(a), file notice suspended. In committee: Held under submission.

Location: 5/18/2022-A. APPR. SUSPENSE FILE

Summary: The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would allow a credit against those taxes to a taxpayer that is transferred and allocated, credits pursuant to the sale of a specified multifamily rental housing development to a qualified developer, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would define a qualified developer for purposes of this bill, in part, as a specified entity that commits, at application to the committee and under penalty of perjury, to employing a tax credit reservation allowed by the bill in the acquisition of a qualified development. By expanding the crime of perjury, this bill would impose a state-mandated local program.

Position

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

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

Introduced: 2/14/2022

Status: 6/8/2022-Referred to Com. on HOUSING.

Location: 6/8/2022-S. HOUSING

Calendar: 6/21/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE HOUSING, WIENER, 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: 6/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 6/14/2022

Status: 6/14/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

Location: 6/2/2022-S. HOUSING

Calendar: 6/21/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE HOUSING SPECIAL ORDER, WIENER, 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 that all construction workers shall 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.

Position

AB 2053 (Lee D) The Social Housing Act.

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

Introduced: 2/14/2022

Last Amend: 6/14/2022

Status: 6/14/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

Location: 6/2/2022-S. HOUSING

Calendar: 6/21/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE HOUSING, WIENER, Chair

Summary: Would enact the Social Housing Act and would create the California Housing Authority, as an independent state body, the mission of which would be to produce and acquire social housing developments for the purpose of eliminating the gap between housing production and regional housing needs assessment targets, as specified. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed by the authority would be owned by the

authority. The bill would prescribe the composition of the California Housing Authority Board, which would govern the authority, and would be composed of appointed members and members who are elected by residents of social housing developments, as specified. The bill would prescribe the powers and duties of the authority and the board. The bill would provide that the authority seeks to achieve revenue neutrality, as defined, and would require the authority to seek to recover the cost of development and operations over the life of its properties through the mechanism of rent cross-subsidization, as defined. The bill would require the authority to prioritize the development of specified property, including vacant parcels and parcels near transit, and would prescribe a process for the annual determination of required social housing units. Under the bill, social housing would accommodate a mix of household income ranges and would provide specified protections for residents who would participate in the operation and management of the units in which they reside.

Position

Oppose

AB 2094 (Rivas, Robert D) General plan: annual report: extremely low-income housing.

Current Text: Amended: 5/24/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 5/24/2022

Status: 6/9/2022-In committee: Hearing postponed by committee.

Location: 6/1/2022-S. APPR.

Calendar: 6/20/2022 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 certain specified entities by April 1 of each year that includes, among other information, the city or county's progress in meeting its share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require a city or county's annual report to include the locality's progress in meeting the housing needs of extremely low income households, as specified.

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: 6/14/2022-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 9. Noes 0.) (June 13). Re-referred to Com. on GOV. & F.

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

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: 6/14/2022-VOTE: Do pass, but first be re-referred to the Committee on [Housing] (PASS)

Location: 6/14/2022-S. HOUSING

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

Introduced: 2/15/2022

Last Amend: 6/8/2022

Status: 6/8/2022-From committee chair, with author's amendments: Amend, and re-refer to committee Read second time, amended, and re-referred to Com. on GOV. & F.

Location: 6/1/2022-S. GOV. & F.

Calendar: 6/15/2022 9 a.m. - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, Chair

Summary: The Permit Streamlining Act requires public agencies to approve or disapprove of a development project within certain specified timeframes. Current law requires a city, county, or special district to provide specified information, including a current schedule of fees, exactions, and affordability requirements applicable to a proposed housing development project, and an archive of impact fee nexus studies, cost of service studies, or equivalent studies, conducted by the city, county, or special district, on its internet website. This bill 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. No later than January 1, 2024, except as specified, the bill would require a local agency to require permits to be applied for, completed, and retrieved by the applicant on its internet website, and to accept applications and related documentation by electronic mail until that internet website is established. The bill would require the internet website to list the current processing status of the applicant's permit by the local agency, and would require that status to note whether it is being reviewed by the agency or action is required from the applicant.

Position

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

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

Introduced: 2/16/2022

Last Amend: 5/2/2022

Status: 6/9/2022-Action rescinded whereby the bill was referred to Com. on E.Q.

Location: 6/9/2022-S. GOV. & F.

Calendar: 6/15/2022 9 a.m. - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, 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 repeal its provisions on January 1, 2033.

Position

Oppose

AB 2305 (Grayson D) Housing Finance: Coordinated Housing Finance Committee.

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

Introduced: 2/16/2022

Last Amend: 5/19/2022

Status: 6/8/2022-Referred to Com. on HOUSING.

Location: 6/8/2022-S. HOUSING

Summary: Current law requires HCD to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which HCD provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development for specified activities. Current law also establishes the California Housing Finance Agency (CalHFA) within HCD with the primary purpose of meeting the housing needs of persons and families of low or moderate income. Current law also establishes the California Tax Credit Allocation Committee (CTCAC), composed of specified members, and requires that CTCAC, among other things, allocate specified federal low-income housing tax credits, as provided. This bill would establish the Coordinated Affordable Housing Finance Committee and would require that the committee be comprised of representatives from HCD, CalHFA, CTCAC, the Treasurer, and the Controller. This bill would require the committee to allocate state-controlled resources for the finance of affordable rental housing, as defined, through a single process and competition. This bill would require the committee to develop an application, threshold requirements, a rating and ranking system, as specified, for applicants seeking these resources.

Position

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: 6/14/2022-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 8. Noes 1.) (June 13). Re-referred to Com. on GOV. & F.

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

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

Introduced: 2/16/2022

Last Amend: 5/2/2022

Attachment: 03a - LCMC - 06212022 - Legislative Tracking Report (Legislative Tracking Report)

Status: 6/13/2022-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)

Location: 6/13/2022-S. APPR.

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 2357 (Ting D) Surplus land.

Current Text: Amended: 4/5/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 4/5/2022

Status: 6/1/2022-Referrred to Coms. on GOV. & F. and HOUSING.

Location: 6/1/2022-S. GOV. & F.

Calendar: 6/15/2022 9 a.m. - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, Chair

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under current law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing.

Position

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

Current Text: Amended: 3/29/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 3/29/2022

Status: 6/14/2022-From committee: Do pass and re-refer to Com. on HUMAN S. with recommendation: To Consent Calendar. (Ayes 9. Noes 0.) (June 13). Re-referred to Com. on HUMAN S.

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

Summary: Would require the Department of Housing and Community Development, by December 31, 2023, to award incentives, as specified, to Multifamily Housing Program project applicants that agree to set aside at least 25% of the project's 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: 6/8/2022-Referrred to Com. on G.O.

Location: 6/8/2022-S. G.O.

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 2630 (O'Donnell D) Housing: California Interagency Council on Homelessness: report.

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

Introduced: 2/18/2022

Last Amend: 5/19/2022

Status: 6/13/2022-In committee: Hearing postponed by committee.

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

Summary: Would require each city, county, and city and county that has used funds from any state funding source to assist in addressing homelessness to complete a report and publish the report on its internet website providing specified information, or, alternatively, publishing a local homelessness action plan on its internet website, thereby imposing a state-mandated local program.

Position

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

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

Introduced: 2/18/2022

Last Amend: 4/18/2022

Status: 6/14/2022-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 8. Noes 0.) (June 13). Re-referred to Com. on GOV. & F.

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

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. 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 denies a project an exemption from CEQA for which it is eligible, as described, or requires further environmental study to adopt a negative declaration or addendum for the project or to certify an environmental impact report for the project when there is a legally sufficient basis in the record before the local agency to adopt a negative declaration or addendum or to certify an environmental impact report without further study.

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: 6/9/2022-Action rescinded whereby the bill was referred to Com. on G.O.

Location: 6/9/2022-S. GOV. & F.

Calendar: 6/15/2022 9 a.m. - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, 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: 5/25/2022-Referred to Com. on GOV. & F.

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

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 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: vote 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 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: 6/8/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D.

Location: 5/5/2022-A. H. & C.D.

Calendar: 6/29/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, 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: 8/23/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 8/23/2021

Status: 8/23/2021-Referred to Com. on H. & C.D. From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D. (Set for hearing on 06/29/2022)

Location: 6/11/2022-A. H. & C.D.

Calendar: 6/29/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the Los Angeles County Regional Housing Finance Act, 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.

Position

SB 847 (Hurtado D) COVID-19 relief: tenancy: grant program.

Current Text: Amended: 4/28/2022 [html](#) [pdf](#)

Introduced: 1/13/2022

Last Amend: 4/28/2022

Status: 6/14/2022-VOTE: Do pass as amended and be re-referred to the Committee on [Housing and Community Development] (PASS)

Location: 6/14/2022-A. H. & C.D.

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 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 program 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 satisfies certain criteria, including that the landlord has applied for rental assistance funds pursuant to the State Rental Assistance Program and either received a negative final decision, as specified, or the landlord has been notified that an application to the State Rental Assistance Program was submitted, as specified, but 20 days have passed without a final decision being rendered.

Position

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

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

Introduced: 2/1/2022

Last Amend: 5/19/2022

Status: 6/2/2022-Referred to Coms. on H. & C.D. and L. GOV.

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

Calendar: 6/15/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, 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.

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: 6/2/2022-Referred to Coms. on H. & C.D. and HUM. S.

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

Calendar: 6/15/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, 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: 6/2/2022-Referred to Com. on G.O. From committee with author's amendments. Read second time and amended. Re-referred to Com. on G.O.

Location: 6/2/2022-A. G.O.

Calendar: 6/22/2022 1:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY GOVERNMENTAL ORGANIZATION, SANTIAGO, 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: 5/27/2022-Referred to Com. on H. & C.D.

Location: 5/27/2022-A. H. & C.D.

Calendar: 6/29/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, 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: City of South Pasadena.

Current Text: Amended: 3/14/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Last Amend: 3/14/2022

Status: 5/27/2022-Referred to Com. on H. & C.D.

Location: 5/27/2022-A. H. & C.D.

Calendar: 6/29/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: Under current law, a state agency disposing of surplus residential property in the City of South Pasadena is required to first offer the property to former owners and present occupants, as specified, and then to specified present tenants at fair market value. This bill would require a surplus residential property that is located within the City of South Pasadena and that is offered for sale to a present occupant or present tenant of the property, as specified, to be offered at a price based on the appraisal of the property in 2016, if certain conditions apply. The bill would require an offer made or accepted prior to January 1, 2022, that is not in compliance with the bill to be corrected so the price complies with the bill's requirements. The bill would make an offer based on the 2016 appraisal, as required by the bill, only valid until December 31, 2024.

Position

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

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

Introduced: 2/15/2022

Last Amend: 5/19/2022

Status: 6/2/2022-Referred to Coms. on H. & C.D. and L. GOV.

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

Calendar: 6/15/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, 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 demonstrates to the developer, within 30 days of the receipt of a completed application, that the development would have a negative impact, supported by a preponderance of the evidence, 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 either 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 or contains fewer than 20 housing units.

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

Location: 6/8/2022-A. H. & C.D.

Calendar: 6/29/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

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 1217 (Allen D) State-Regional Collaborative for Climate, Equity, and Resilience.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 6/2/2022-Referred to Coms. on NAT. RES. and TRANS.

Location: 6/2/2022-A. NAT. RES.

Summary: Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.

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: 6/2/2022-Referred to Coms. on H. & C.D. and NAT. RES.

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

Calendar: 6/15/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

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

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

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

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

Introduced: 2/18/2022

Last Amend: 5/19/2022

Status: 6/8/2022-Referred to Com. on JUD.

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

Calendar: 6/28/2022 10 a.m. - 1021 O Street, Room 2100 SENATE JUDICIARY, UMBERG, Chair

Summary: Existing 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. This bill contains other related provisions and other existing laws.

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

SB 12 (McGuire D) Local government: planning and zoning: wildfires.

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

Introduced: 12/7/2020

Last Amend: 6/6/2022

Status: 6/6/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D.

Location: 5/24/2022-A. H. & C.D.

Summary: The Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive, long-term general plan that includes various elements, including, among others, a housing element and a safety element for the protection of the community from unreasonable risks associated with the effects of various geologic and seismic hazards, flooding, and wildland and urban fires. Current law requires the housing element to be revised according to a specific schedule. Current law requires the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss

and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse

Position
Watch

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: 6/14/2022-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 8. Noes 0.) (June 13). Re-referred to Com. on GOV. & F.

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

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 2244](#) **(Wicks D) Religious institution affiliated housing: colocated place of worship.**

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

Introduced: 2/16/2022

Last Amend: 3/24/2022

Status: 6/8/2022-Referred to Com. on GOV. & F.

Location: 6/8/2022-S. GOV. & F.

Summary: Current law prohibits a local agency from requiring the replacement of religious-use parking spaces, as defined, that a developer of a religious institution affiliated housing development project proposes to eliminate as part of that housing development project. Current law prohibits the number of religious-use parking spaces requested to be eliminated from exceeding 50% of the number that are available at the time the request is made. This bill would clarify that the definition of "religious-use parking spaces" applies to both existing parking spaces and those parking spaces required of a proposed development for a new place of worship. The bill would recast the provisions relating to the elimination of parking spaces to prohibit the number of spaces proposed to be eliminated in the case of a proposal for a newly constructed place of worship from exceeding 50% of the spaces that would otherwise be required.

Position

[AB 2295](#) **(Bloom D) Local educational agencies: housing development projects.**

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

Introduced: 2/16/2022

Last Amend: 5/2/2022

Status: 6/9/2022-Action rescinded whereby the bill was referred to Com. on E.Q.

Location: 6/9/2022-S. GOV. & F.

Calendar: 6/15/2022 9 a.m. - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, 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 repeal its provisions on January 1, 2033.

Position

Oppose

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

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

Introduced: 2/16/2022

Last Amend: 5/2/2022

Status: 6/13/2022-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)

Location: 6/13/2022-S. APPR.

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: 6/8/2022-Referred to Com. on GOV. & F.

Location: 6/8/2022-S. GOV. & F.

Calendar: 6/15/2022 9 a.m. - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, Chair

Summary: The Subdivision Map Act excludes various projects from its provisions, including the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection, and sale or lease of a solar electrical generation device on the land, if the project is subject to review under other local agency ordinances regulating design and improvement of the project 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: 6/8/2022-Referred to Com. on HOUSING.

Location: 6/8/2022-S. HOUSING

Calendar: 6/21/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE HOUSING, WIENER, 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: 4/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 4/18/2022

Status: 6/14/2022-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 8. Noes 0.) (June 13). Re-referred to Com. on GOV. & F.

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

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. 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 denies a project an exemption from CEQA for which it is eligible, as described, or requires further environmental study to adopt a negative declaration or addendum for the project or to certify an environmental impact report for the project when there is a legally sufficient basis in the record before the local agency to adopt a negative declaration or addendum or to certify an environmental impact report without further study.

Position

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

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

Introduced: 2/18/2022

Last Amend: 6/6/2022

Status: 6/14/2022-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 9. Noes 0.) (June 13). Re-referred to Com. on GOV. & F.

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: 6/9/2022-Action rescinded whereby the bill was referred to Com. on G.O.

Location: 6/9/2022-S. GOV. & F.

Calendar: 6/15/2022 9 a.m. - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, 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

SB 778

(Becker D) Buy Clean California Act: Environmental Product Declarations: concrete.

Current Text: Amended: 5/24/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/24/2022

Status: 5/24/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on A. & A.R.

Location: 5/24/2022-A. A. & A.R.

Calendar: 6/15/2022 9:30 a.m. - State Capitol, Room 437 ASSEMBLY ACCOUNTABILITY AND ADMINISTRATIVE REVIEW, PETRIE-NORRIS, Chair

Summary: Would require, as part of the Buy Clean California Act, beginning July 1, 2023, an awarding authority to require a successful bidder for a contract for an eligible project, as defined, to submit a report, within 90 days of the completion of the project, that includes the amount used and an Environmental Product Declaration, as defined, that is current at the time of installation for each concrete product used in the project. The bill would require a concrete supplier that is providing concrete products to a successful bidder to provide the successful bidder with an Environmental Product Declaration for each concrete product provided by the supplier to the project. The bill would require the Department of General Services, in consultation with the State Air Resources Board, on or before January 1, 2025, to establish and publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website, global warming potential (GWP) benchmarks for each performance class of concrete at the regional industry average global warming potential for concrete within each project region, as provided. The bill would require the department, in consultation with the state board, to update, at least once every 3 years, the GWP benchmarks for each performance class of concrete within each project region, as provided.

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: 6/1/2022-Referred to Com. on TRANS.

Location: 6/1/2022-S. TRANS.

Calendar: 6/28/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, 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: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 6/1/2022-Referred to Com. on PUB. S.

Location: 6/1/2022-S. PUB. S.

Calendar: 6/21/2022 9 a.m. - State Capitol, Room 112 SENATE PUBLIC SAFETY, BRADFORD, Chair

Summary: Current law prohibits pedestrians from entering roadways and crosswalks, except under specified circumstances. Under existing law, a violation of these provisions is an infraction. Current law establishes procedures for peace officers to make arrests for violations of the Vehicle Code without a warrant for offenses committed in their presence, as specified. This bill 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.

Position

[SB 1021](#) (Bradford D) Vehicles: driving under the influence of alcohol or drugs.

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

Introduced: 2/14/2022

Last Amend: 6/9/2022

Status: 6/14/2022-June 14 set for second hearing canceled at the request of author.

Location: 5/27/2022-A. PUB. S.

Calendar: 6/21/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY PUBLIC SAFETY, JONES-SAWYER, Chair

Summary: Current law prohibits a person who is under the influence of alcohol, drugs, or the combined influence of alcohol or drugs from driving a vehicle (DUI). A violation of this prohibition, generally, is punishable as a misdemeanor. Current law authorizes a court to offer misdemeanor diversion to criminal defendants which, contingent on successful completion of specified terms and conditions imposed by the court, results in the dismissal of charges prior to adjudication. Current law specifically prohibits diversion programs for a person charged with DUI. This bill would, notwithstanding this prohibition, authorize misdemeanor diversion for persons charged with DUI, as specified. The bill would limit diversion to persons who have no prior DUI convictions, and who have not completed DUI diversion within the past 10 years.

Position

Public Works

[AB 1717](#) (Aguiar-Curry D) Public works: definition.

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

Introduced: 1/27/2022

Last Amend: 5/19/2022

Status: 6/14/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (June 13). Re-referred to Com. on APPR.

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

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. Current 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 fuel reduction work done under contract and paid for in whole or in part out of public funds performed as part of a fire mitigation project, as specified.

Position

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

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

Introduced: 2/8/2022

Last Amend: 4/18/2022

Status: 6/8/2022-Referred to Com. on GOV. & F.

Location: 6/8/2022-S. GOV. & F.

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.

Position

AB 1886 (Cooper D) Public works: definition.

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

Introduced: 2/8/2022

Status: 6/8/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (June 8). Re-referred to Com. on APPR.

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

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

Introduced: 2/1/2021

Last Amend: 6/9/2022

Status: 6/9/2022-From committee chair, with author's amendments: Amend, and re-refer to committee Read second time, amended, and re-referred to Com. on INS.

Location: 6/9/2022-S. INS.

Calendar: 6/22/2022 1:30 p.m. - 1021 O Street, Room 2100 SENATE INSURANCE, RUBIO, SUSAN, Chair

Summary: Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer sharec

mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of 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 the 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: 5/18/2022-Referred to Coms. on TRANS. and PUB. S.

Location: 5/18/2022-S. TRANS.

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 a 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: 6/1/2022-Referred to Com. on TRANS.

Location: 6/1/2022-S. TRANS.

Calendar: 6/28/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, 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 1778 (Garcia, Cristina D) State transportation funding: freeway projects: poverty and pollution: Department of Transportation.

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

Introduced: 2/3/2022

Last Amend: 3/24/2022

Status: 6/1/2022-Referred to Com. on TRANS.

Location: 6/1/2022-S. TRANS.

Calendar: 6/28/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: Current law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Current law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would require the department to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided.

Position

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

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

Introduced: 2/9/2022

Last Amend: 3/21/2022

Status: 5/11/2022-Referred to Com. on TRANS.

Location: 5/11/2022-S. TRANS.

Summary: Current law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Current law authorizes a local authority to additionally prohibit the operation of class 1 and class 2

electric bicycles on these facilities. 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.

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: 6/14/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

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

Calendar: 6/28/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, 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: 6/13/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 6/13/2022

Status: 6/13/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Location: 6/1/2022-S. TRANS.

Calendar: 6/28/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: 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: 6/6/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

Location: 5/4/2022-S. TRANS.

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 practice 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: 6/8/2022-Referred to Com. on JUD.

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

Calendar: 6/21/2022 10 a.m. - 1021 O Street, Room 2100 SENATE JUDICIARY, UMBERG, 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 2039 (Rivas, Luz D) Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.

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

Introduced: 2/14/2022

Last Amend: 5/5/2022

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

Location: 5/25/2022-S. TRANS.

Calendar: 6/28/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization. The bill would require the authority, on or before January 1, 2027, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. These provisions would be repealed on January 1, 2028.

Position

AB 2057 (Carrillo D) Transportation Agency: goods movement data.

Current Text: Amended: 3/28/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 3/28/2022

Status: 6/8/2022-Referred to Coms. on TRANS. and L., P.E. & R.

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

Summary: Would require the Transportation Agency to collect and consolidate specified data related to goods movement in the transportation supply chain and would require the agency to make this data publicly available on its internet website. The bill would require all maritime ports to collect specified data and statistics from trucking companies and provide the data to the agency. To the extent this bill would impose additional duties on local agencies operating a maritime port, the bill would impose a state-mandated local program.

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: 6/8/2022-Referred to Coms. on E., U. & C. and TRANS.

Location: 6/8/2022-S. E. U., & C.

Calendar: 6/21/2022 9 a.m. - 1021 O Street, Room 1200 SENATE ENERGY, UTILITIES AND COMMUNICATIONS, HUESO, 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: 6/8/2022-Referred to Com. on TRANS.

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

Calendar: 6/28/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, 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: 6/9/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 6/9/2022

Status: 6/9/2022-From committee chair, with author's amendments: Amend, and re-refer to committee Read second time, amended, and re-referred to Com. on GOV. & F.

Location: 6/8/2022-S. GOV. & F.

Calendar: 6/15/2022 9 a.m. - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, Chair

Summary: Would prohibit a public agency from imposing a minimum automobile parking requirement, 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. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. The bill, notwithstanding the above provisions, would also require the development project to provide parking, as required by local ordinance, for employees and other workers of hotels, motels, bed and breakfast inns, transient lodgings, and event centers. The bill would exempt certain commercial parking requirements from these provisions if the requirements of the bill conflict with an existing contractual agreement of the public agency that was executed before January 1, 2023.

Position

AB 2147 (Ting D) Pedestrians.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 6/1/2022-Referred to Com. on PUB. S.

Location: 6/1/2022-S. PUB. S.

Calendar: 6/21/2022 9 a.m. - State Capitol, Room 112 SENATE PUBLIC SAFETY, BRADFORD, Chair

Summary: Current law prohibits pedestrians from entering roadways and crosswalks, except under specified circumstances. Under existing law, a violation of these provisions is an infraction. Current law establishes procedures for peace officers to make arrests for violations of the Vehicle Code without a warrant for offenses committed in their presence, as specified. This bill 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.

Position

AB 2237 (Friedman D) Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding.

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

Introduced: 2/16/2022

Last Amend: 6/13/2022

Status: 6/14/2022-In committee: Hearing postponed by committee. Withdrawn from committee. Re-referred to Com. on RLS.

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

Summary: Current law requires each regional transportation planning agency or county transportation commission to biennially adopt and submit to the California Transportation Commission and the Department of Transportation a 5-year regional transportation improvement program that includes, among other things, regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. This bill would require that those projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy of the regional transportation planning agency or county transportation commission, or, if applicable, the alternative planning strategy, and state and federal air quality standards. The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency or county transportation commission or, if applicable, the alternative planning strategy.

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: 6/8/2022-Referred to Com. on TRANS.

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

Calendar: 6/28/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, 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: 6/1/2022-Referred to Com. on TRANS.

Location: 6/1/2022-S. TRANS.

Calendar: 6/28/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

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: 6/9/2022-From committee chair, with author's amendments: Amend, and re-refer to committee Read second time, amended, and re-referred to Com. on E.Q.

Location: 6/8/2022-S. E.Q.

Calendar: 6/22/2022 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, 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: South Bay cities area.

Current Text: Amended: 3/31/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 3/31/2022

Status: 5/18/2022-Referred to Com. on TRANS.

Location: 5/18/2022-S. TRANS.

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. This bill would authorize the County of Los Angeles or any city in the South Bay cities area, as defined, to establish a similar NEV transportation plan for a plan area that may include any applicable portion of the county or city located within the jurisdiction of the South Bay Cities Council of Governments, 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 and any agency having traffic law enforcement responsibilities in an entity included in the plan area.

Position

AB 2438 (Friedman D) Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards.

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

Introduced: 2/17/2022

Last Amend: 3/21/2022

Status: 6/8/2022-Referred to Com. on TRANS.

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

Calendar: 6/28/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the state 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 the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.

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

Calendar: 6/16/2022 #57 SENATE ASSEMBLY BILLS - THIRD READING FILE

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: 6/8/2022-Referred to Coms. on TRANS. and GOV. & F.

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

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 2462 (Valladares R) Neighborhood electric vehicles: County of Los Angeles: Westside Planned Communities.

Current Text: Amended: 3/10/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 3/10/2022

Status: 5/18/2022-Referred to Com. on TRANS.

Location: 5/18/2022-S. TRANS.

Summary: 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 to establish a similar NEV transportation plan for the Westside Planned Communities in that county, subject to the same penalties. The bill would require a report to the Legislature by August 31, 2028, containing certain information and recommendations related to the NEV transportation plan. The bill would repeal these provisions on January 1, 2040.

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: 6/8/2022-Referred to Com. on TRANS.

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

Calendar: 6/28/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, 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 2599 (Cervantes D) High-occupancy vehicle lanes: County of Riverside.

Current Text: Amended: 3/29/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 3/29/2022

Status: 6/1/2022-Referred to Com. on TRANS.

Location: 6/1/2022-S. TRANS.

Summary: Current law requires the Department of Transportation to report to the transportation policy committees of the Legislature, on or before January 1, 2020, on the feasibility and appropriateness of limiting the use of high-occupancy vehicle lanes to high-occupancy vehicles and eligible vehicles, as defined, only during the hours of heavy commuter traffic on both State Route 91 between Interstate 15 and Interstate 215 in the County of Riverside, and State Route 60 in the County of Riverside. Separate from that report, this bill would require the Transportation Agency, on or before January 1, 2024, to report to the transportation policy committees of the Legislature on that same topic and on the feasibility and appropriateness of removing from high-occupancy vehicle lanes in the County of Riverside, except for certain high-occupancy toll lanes, any double parallel solid lines to restrict the entrance into or exit from those lanes, including the use of the appropriate markings and signage.

Position

AB 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: 6/9/2022-From committee chair, with author's amendments: Amend, and re-refer to committee Read second time, amended, and re-referred to Com. on GOV. & F.

Location: 6/8/2022-S. GOV. & F.

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 2953 (Salas D) Department of Transportation and local agencies: streets and highways: recycled materials.

Current Text: Amended: 3/17/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 3/17/2022

Status: 6/1/2022-Referred to Com. on TRANS.

Location: 6/1/2022-S. TRANS.

Summary: Would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, beginning January 1, 2024, a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. The bill would exempt cities and counties whose revenues do not exceed specified thresholds from these requirements. By increasing the duties of local agencies, this bill would impose a state-mandated local program.

Position

AB 2956 (Committee on Transportation) Transportation.

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

Introduced: 2/28/2022

Last Amend: 4/18/2022

Status: 6/1/2022-Referred to Com. on TRANS.

Location: 6/1/2022-S. TRANS.

Calendar: 6/28/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, 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 current 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: vote 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: 6/8/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on HEALTH.

Location: 4/28/2022-A. HEALTH

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: 6/14/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (June 13). Re-referred to Com. on APPR.

Location: 6/13/2022-A. APPR.

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: 5/4/2022 [html](#) [pdf](#)

Introduced: 2/7/2022

Last Amend: 5/4/2022

Status: 5/27/2022-Referred to Coms. on L. GOV. and TRANS.

Location: 5/27/2022-A. L. GOV.

Calendar: 6/15/2022 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, 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: Introduced: 2/8/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Status: 6/9/2022-Coauthors revised.

Location: 2/8/2022-A. TRANS.

Summary: Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and to be available upon appropriation. Current law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a

disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.

Position
Support

SB 1021 (Bradford D) **Vehicles: driving under the influence of alcohol or drugs.**

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

Introduced: 2/14/2022

Last Amend: 6/9/2022

Status: 6/14/2022-June 14 set for second hearing canceled at the request of author.

Location: 5/27/2022-A. PUB. S.

Calendar: 6/21/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY PUBLIC SAFETY, JONES-SAWYER, Chair

Summary: Current law prohibits a person who is under the influence of alcohol, drugs, or the combined influence of alcohol or drugs from driving a vehicle (DUI). A violation of this prohibition, generally, is punishable as a misdemeanor. Current law authorizes a court to offer misdemeanor diversion to criminal defendants which, contingent on successful completion of specified terms and conditions imposed by the court, results in the dismissal of charges prior to adjudication. Current law specifically prohibits diversion programs for a person charged with DUI. This bill would, notwithstanding this prohibition, authorize misdemeanor diversion for persons charged with DUI, as specified. The bill would limit diversion to persons who have no prior DUI convictions, and who have not completed DUI diversion within the past 10 years.

Position

SB 1049 (Dodd D) **Transportation Resilience Program.**

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

Introduced: 2/15/2022

Last Amend: 5/19/2022

Status: 6/2/2022-Referred to Com. on TRANS.

Location: 6/2/2022-A. TRANS.

Summary: Would establish the Transportation Resilience Program in the Department of Transportation to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.

Position

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

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

Introduced: 2/15/2022

Last Amend: 5/19/2022

Status: 6/2/2022-Referred to Coms. on H. & C.D. and L. GOV.

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

Calendar: 6/15/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, 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 demonstrates to the developer, within 30 days of the receipt of a completed application, that the development would have a negative impact, supported by a preponderance of the evidence, 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 either 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 or contains fewer

than 20 housing units.

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: 5/27/2022-Referred to Com. on TRANS.

Location: 5/27/2022-A. TRANS.

Calendar: 6/20/2022 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN 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: 5/2/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 5/2/2022

Status: 6/2/2022-Referred to Com. on TRANS.

Location: 6/2/2022-A. TRANS.

Calendar: 6/27/2022 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN Chair

Summary: Would require 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, 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, 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 authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified.

Position

SB 1196 (Umberg D) State Transit Assistance Program: eligibility: Anaheim Transportation Network.

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

Introduced: 2/17/2022

Last Amend: 4/18/2022

Status: 6/2/2022-Referred to Com. on TRANS.

Location: 6/2/2022-A. TRANS.

Calendar: 6/27/2022 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN Chair

Summary: Pursuant to the State Transit Assistance (STA) Program, existing law requires certain funds in the account to be allocated by the Controller by formula to specified local transportation agencies for public transportation purposes. Current law provides that only STA-eligible operators are eligible to receive an allocation from a local transportation agency from the portion of program funds based on transit operator revenues and makes those operators eligible for other certain funds under the STA program, as provided. Under current law, an STA-eligible operator is defined as a public transportation operator eligible to claim local transportation funds. This bill would, for purposes of the STA program funds allocated based on transit operator revenues, expand the definition of an STA-eligible operator to include the Anaheim Transportation Network if its bylaws are revised to increase transparency and accountability, including to provide for the appointment of its board of directors by the Anaheim City Council.

Position

SB 1217 (Allen D) State-Regional Collaborative for Climate, Equity, and Resilience.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 6/2/2022-Referred to Coms. on NAT. RES. and TRANS.

Location: 6/2/2022-A. NAT. RES.

Summary: Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.

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: 5/27/2022-Referred to Coms. on L. GOV. and TRANS.

Location: 5/27/2022-A. L. GOV.

Calendar: 6/15/2022 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, 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: 6/13/2022-From committee with author's amendments. Read second time and amended. Referred to Com. on TRANS.

Location: 6/2/2022-A. TRANS.

Calendar: 6/20/2022 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN 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.

Attachment: 03a - LCMC - 06212022 - Legislative Tracking Report (Legislative Tracking Report)

Position

[SB 1251](#) ([Gonzalez D](#)) Office of the Zero-Emission Vehicle Equity Advocate.

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

Introduced: 2/17/2022

Last Amend: 5/19/2022

Status: 6/2/2022-Referred to Coms. on A. & A.R. and TRANS.

Location: 6/2/2022-A. A. & A.R.

Calendar: 6/15/2022 9:30 a.m. - State Capitol, Room 437 ASSEMBLY ACCOUNTABILITY AND ADMINISTRATIVE REVIEW, PETRIE-NORRIS, Chair

Summary: Would establish the Office of the Zero-Emission Vehicle Equity Advocate in the Governor's office 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 provide guidance to state agencies by developing and adopting 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: 6/14/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on NAT. RES.

Location: 6/2/2022-A. NAT. RES.

Calendar: 6/20/2022 2:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, RIVAS, LUZ, 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

[SB 1410](#) ([Caballero D](#)) California Environmental Quality Act: transportation impacts.

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

Introduced: 2/18/2022

Last Amend: 5/2/2022

Status: 6/2/2022-Referred to Com. on NAT. RES.

Location: 6/2/2022-A. NAT. RES.

Calendar: 6/20/2022 2:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, RIVAS, LUZ, Chair

Summary: The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant

program to provide financial assistance to local jurisdictions for implementing those guidelines.

Position
Support

Wildfire

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

Current Text: Amended: 6/2/2021 [html](#) [pdf](#)

Introduced: 1/15/2021

Last Amend: 6/2/2021

Status: 6/1/2022-From committee: Do pass and re-refer to Com. on E.Q. (Ayes 7. Noes 0.) (June 1). Re-referred to Com. on E.Q.

Location: 6/1/2022-S. E.Q.

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 and the requirement on the department to report to the relevant policy committees of the Legislature to January 1, 2026.

Position

SB 12 (**McGuire D**) **Local government: planning and zoning: wildfires.**

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

Introduced: 12/7/2020

Last Amend: 6/6/2022

Status: 6/6/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D.

Location: 5/24/2022-A. H. & C.D.

Summary: The Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive, long-term general plan that includes various elements, including, among others, a housing element and a safety element for the protection of the community from unreasonable risks associated with the effects of various geologic and seismic hazards, flooding, and wildland and urban fires. Current law requires the housing element to be revised according to a specific schedule. Current law requires the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse

Position
Watch

Total Measures: 171
Total Tracking Forms: 171

Attachment: 03a - LCMC - 06212022 - Legislative Tracking Report (Legislative Tracking Report)



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
June 21, 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: Legislative Advocacy 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:

This report provides the Legislative/Communications and Membership Committee (LCMC) with an update on SCAG’s most recent legislative advocacy, including efforts to improve and augment the Infill Infrastructure Grant program, requests to modify the Regional Early Action Planning Grants program, and a summary of support letters provided for SCAG-region applications to various funding programs.

BACKGROUND:

Infill Infrastructure Grant Program

On June 8, 2022, SCAG staff met with Assembly Speaker Anthony Rendon’s (D-Lakewood) housing consultant to discuss the Infill Infrastructure Grant (IIG) program. Specifically, the purpose of the meeting was to understand the appetite among legislative leadership for an increased appropriation to the IIG program above and beyond the \$500 million allocation that had been announced in a “Joint Budget Agreement” between the Assembly and Senate on June 2, 2022. During that meeting, it was learned that, at that point in time, major pieces of the budget were coming together and that additional funds to the IIG program would be subtracted from some other already agreed-upon piece. In addition, substantive changes to the program were unlikely because the IIG program was not seeing the major influx of funds supported by SCAG and our GLUE Council coalition.

On June 13, 2022, state lawmakers adopted their Fiscal Year (FY) 2022-23 State Budget. This action is regarded as a placeholder, as sticking points remain between the Legislature and the Governor concerning the size and scope of inflation and gasoline relief proposals. One area where agreement does exist in the adopted budget is the appropriation for the IIG program. The Legislature's adopted budget includes \$500 million for the IIG spread across two years. This is consistent with Governor Newsom's proposal to provide \$500 million for the IIG (\$225 million in FY 2022-23, \$275 million in FY 2023-24), as included in his January Budget and May Revision.

\$500 million for the IIG does demonstrate the Governor and Legislature's continued commitment to this important program, and SCAG extends our gratitude to California's leadership for their partnership and commitment to this issue. Yet, with the State enjoying a nearly \$100 billion surplus, limiting new investments in the IIG to \$500 million remains a missed opportunity to make a more meaningful impact in the region.

Regional Early Action Planning Grants Program

Regional Early Action Planning Grants 1.0 – Expenditure Deadline Request

Assembly Bill (AB) 101 (Chapter 159, Statutes of 2019) created the Local Government Planning Support Grants Program, administered by the Department of Housing and Community Development (HCD) as the Regional Early Action Planning (REAP) Grants program. REAP provided one-time funding to councils of governments (COGs) to create and implement regional and local planning projects that promote housing production in support of the 6th Cycle Regional Housing Needs Assessment (RHNA). SCAG's share of these resources is \$47 million, and the authorizing legislation required that the funds be expended by December 31, 2023.

The efforts for which SCAG has used REAP funds take time to establish, recruit the talent to administer and implement them in collaboration with SCAG's member jurisdictions and other important regional stakeholders. Therefore, SCAG proposed a one-year extension of the REAP expenditure deadline from December 31, 2023, to December 31, 2024, via this year's housing budget trailer bill. To support this effort, SCAG penned a bipartisan budget letter that was signed by Assemblymembers Laurie Davies (R-Laguna Niguel), Sharon Quirk-Silva (D-Fullerton), and Kelly Seyarto (R-Murrieta). This letter was submitted to the Chairs of the Assembly and Senate Budget Committees and relevant sub-committees in the hopes that a one-year extension may be granted through a budget trailer bill. A copy of the budget letter is attached.

Regional Early Action Planning Grants 2.0 – Funding Swap Request

On June 8, 2022, SCAG issued another letter to the Senate and Assembly Budget Committee Chairs requesting a technical amendment to the second round of the REAP Grants program (REAP 2.0). Through AB 140 (Chapter 111, Statutes of 2021), the Legislature established REAP 2.0, which builds

on the success of REAP 1.0, but expands the program's focus by integrating housing and climate goals and allowing for broader planning and implementation investments.

The FY 2021-22 State Budget provided REAP 2.0 with \$600 million, including \$100 million from the state's General Fund and \$500 million from the Coronavirus State and Local Fiscal Recovery Funds (SLFRF) of the American Rescue Plan Act (ARPA; P.L. 117-2). As AB 140 was being drafted, it was understood that the \$500 million in federal ARPA funds would allow for any "governmental service" and would therefore be flexible enough to fund transportation projects like transit, pricing, and most VMT reduction projects as well as a full range of housing projects and programs.

Unfortunately, the U.S. Treasury's Final Rule regarding federal SLFRF funds, adopted after the enactment of AB 140, has made transportation uses ineligible, while the housing expenditures allowed are much narrower than originally intended. In short, the anticipated wide range of projects MPOs could fund is now significantly curtailed by the use of SLFRF. This year's General Fund surplus provides an opportunity to remedy this situation through a swap of the SLFRF funds for General Fund monies and assigning the federal funds to other SLFRF-eligible uses. Such an exchange will ensure that the Legislature's original intent in establishing a broad set of project eligibilities for REAP 2.0 can be honored. A copy of the technical amendment letter is also attached.

Notice of Funding Opportunity (NOFO) / Letters Program Update

On November 15, 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This bipartisan infrastructure law provides \$1.2 trillion in total spending over five years. Over the last six months, federal agencies have been working to implement the IIJA. To date, the Biden administration has announced the availability of approximately \$110 billion in federal formula and competitive grant funding. These historic levels of investment in transportation grant programs at the Federal and State level have given jurisdictions in the SCAG region the opportunity to apply for funding for diverse projects.

As such, the Legislation Department has been busy at work providing support letters for our member jurisdictions' grant program project applications. Over the past few months, the department has provided 98 letters in support of our member jurisdiction's applications for State and Federal grant programs, including 35 for the Active Transportation Program, 24 for Community Project Funding requests, 19 for the joint Low or No Emission Vehicle and Bus & Bus Facilities program, ten for the Multimodal Project Discretionary Grant program (joint Notice of Funding Opportunity that includes National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA)), and nine for the Rebuilding American Infrastructure with Sustainability and Equity program.

The tables below list the support letters that the SCAG has provided, as well as currently open Notices of Funding Opportunities (NOFOs):



SCAG Support Letters	
Agency	Project
Community Project Funding Requests	
SunLine Transit Agency	Multiple Projects
City of Ontario	I-10 Grove & 4th St Interchange
Omnitrans	Hydrogen Buses and Mobile Fueling Station
City of Santa Paula	Harvard Boulevard Project
City of Imperial	SR 86 Improvement Project
SBCTA	North First Avenue Bridges Replacement Project
City of Brea	Tracks at Brea Western Extension Project
RTA	Solar Panels - RTA Riverside
RTA	Solar Panels - RTA Hemet
SGVCOG	Workforce Development
The San Gabriel Valley Regional Housing Trust	Housing Projects
City of Rancho Cucamonga	EV Charging and Alternative Fuel Station
City of Rancho Cucamonga	Advanced Traffic Management System (ATMS)
City of Santa Clarita	Safe Routes to School Safety Project and Fuel Cell Technology Project
Palmdale	Transportation Project Package - Ave M & Bike Lanes
Palmdale	Ave M Enviro Clearance and Design
City of Menifee	Scott Road/Bundy Canyon Road Widening
Metrolink	Priority Improvement Projects
City of Palmdale	Avenue M Grade Separation
City of Palmdale	Ave. M Corridor and US Air Force Plant 42 Access Improvement Project
San Bernardino County	SRTS Unincorporated West Fontana
City of Simi Valley	Traffic Signal Intersections
City of Riverside	Northside Agriculture Innovation Center
City of Dana Point	Stonehill Widening Project
Low-No and Bus & Bus Facilities	
Omnitrans	Hydrogen Buses and Mobile Fueling Station
Omnitrans	Hydrogen Buses and Mobile Fueling Station
City of Montebello	MBL's Fleet of the Future: Hydrogen Fuel Cell

	Electric Battery Buses
City of Norwalk	Solar Canopies, Integrated batteries, Refuse station relocation
Pasadena Department of Transportation	TOMF
VVTA	Hydrogen Fueling Infrastructure and FCEBs
Gold Coast Transit District	Hydrogen Fueling Station and five Hydrogen Fuel Cell buses
LBT	Charging Electrification Project
City of El Monte	EV Bus and Bus Infrastructure
OCTA	Security Gates at the Irvine Bus Bases
OCTA	Pilot for 10 zero-emission paratransit/cutaway buses
ATN	Bus Electrification
LA Metro	Zero Emission Bus Deployment
Foothill Transit	Zero Emission Bus Deployment
Santa Monica Big Blue Bus	Zero Emission Bus Deployment
SunLine Transit Agency	Battery Electric Bus Deployment
SunLine Transit Agency	Solar microgrid
RTA	Solar Panels
RTA	FCEBs
Multimodal Project Discretionary Grant	
LA Metro	I-105 ExpressLanes
City of Menifee	Scott Road/Bundy Canyon Road
POLA	Maritime Support Facility (MSF) Access Project
POLB	Pier B On-Dock Rail Support Facility
RCTC	Coachella Valley-San Gorgonio Pass Rail Corridor Service Project's Tier II environmental review
SBCTA	Interstate 10 Corridor Freight and Managed Lane Project, I-15 to Pepper Avenue
Caltrans	I-5 Managed Lanes Project
ICTC	Calexico Intermodal Transportation Center (ITC) project
LA Metro	West Santa Ana Branch Transit Corridor
OCTA	SR-91
Rebuilding American Infrastructure with Sustainability and Equity	



LA Metro	I-105 ExpressLanes
City of Indio	Monroe Street Interchange Project
City of Imperial	SR 86 Multimodal Improvement Project
LA Metro	NextGen Bus Improvements
Long Beach Transit	Charging Electrification Project
Imperial County	Anza Road Bridge project
Palmdale	Avenue M Grade Separation Project
City of Santa Ana	Santa Ana Grade Separation Project
City of Fontana	Roadway and Active Transportation Improvements
Active Transportation Program (State Program)	
CVAG	Arts & Life Project
LADOT	SRTS
City of Brea	Tracks at Brea Western Extension
City of Buena Park	Complete Streets Improvements for Dale Street
City of Santa Ana	Educational Safety Programs and Installations of Safety Enhancements
Orange County Public Works	OC Loop Class I Bikeway Segments P & Q
City of Santa Ana	ATP Program Applications
City of Bell Gardens	Complete Streets Plan Phase II
City of El Monte	Traffic Calming for Parkway Dr/Denholm Dr Project
City of El Monte	Merced Avenue Linear Park Project
SBCTA	County-wide Safe Routes to Schools (SRTS) Program
City of Fontana	Foothill Bicycle & Pedestrian Improvements
City of Fontana	Marygold Ave Sidewalk Improvements
OTCA	STEP 2
Los Angeles County Public Works	San Gabriel Blvd Regional Access
Los Angeles County Public Works	Los Nietos Pedestrian Plan Implementation
Los Angeles County Public Works	Metro A-Line Connections
Los Angeles County Public Works	Rosemead WRD Vision Zero Traffic Safety Enhancement
Los Angeles County Public Works	Walnut Park Pedestrian Plan Implementation
Los Angeles County Public Works	Countywide SRTS
City of Pico Rivera	Active Transportation Master Plan
City of Commerce	Bike Lanes and Pedestrian Amenities
City of Industry	Bike Lanes and Pedestrian Amenities

City of West Covina	West Covina Safe Routes to School & Pedestrian Safety
Riverside County	Safe Routes For All
City of Los Angeles	Normandie Beautiful
ICTC	Pedestrian Improvements Calexico
City of Menifee	Harvest Valley SRTS
City of Menifee	Romoland SRTS
San Bernardino County	Lewis Smith SRTS
San Bernardino County	Unincorporated SRTS
City of Los Angeles	Osborne Street Access
City of Anaheim	Citywide Uncontrolled Crosswalks Improvements
Town of Apple Valley	Powhatan Rd Complete Streets
City of Wildomar	Mission Trail/Bundy Canyon

Open NOFOs		
Program	Deadline	Agency
Airport Improvement Program	June 30, 2022	Federal Aviation Administration
Broadband Equity, Access, and Deployment Program	July 18, 2022	National Telecommunications and Information Administration
Pilot Program for Transit-Oriented Development (TOD) Planning	July 25, 2022	Federal Transit Administration
Bridge Investment Program – Planning, Bridge Projects, and Large Bridge Projects	July 25, 2022 (for planning projects) August 9, 2022 (for Large Bridge Project Applications) September 8, 2022 (for Bridge Project Applications)	Federal Highways Administration



Safe Streets and Roads for All Discretionary Grant Program	September 15, 2022	Office of the Secretary of Transportation, U.S. Department of Transportation
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FISCAL IMPACT:

Work associated with the Legislative Advocacy Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 04a - LCMC - 06212022 - REAP 1.0 Expenditure Deadline Extension
2. 04b - LCMC - 06212022 - SCAG REAP 2 Funding Swap



May 27, 2022

The Honorable Nancy Skinner
Chair, Senate Budget and Fiscal Review Committee
1020 "N" Street, Room 502
Sacramento, CA 95814

The Honorable Phil Ting
Chair, Assembly Budget Committee
1210 "O" Street, Suite 8230
Sacramento, CA 95814

The Honorable Sydney Kamlager
Chair, Senate Budget Subcommittee No. 4
1020 "N" Street, Room 502
Sacramento, CA 95814

The Honorable Wendy Carrillo
Chair, Assembly Budget Subcommittee No. 4
1210 "O" Street, Suite 8230
1021 O Street, Suite 8230

**SUBJECT: Department of Housing and Community Development (HCD)-Administered
Regional Early Action Plan (REAP) Program 1.0.
1-Year Extension to Expenditure Deadline**

Dear Chairs Skinner, Ting, Kamlager, and Carrillo:

Addressing the housing crisis continues to be a top priority for us in Sacramento. I am proud of the new and innovative programs we have created, as well as the support we've provided to existing programs, that help our state, regions, counties, and cities achieve our housing goals. One of these programs is the REAP 1.0 program, for which we write respectfully to request a one-year extension to the program's current expenditure deadline.

One of the most impactful programs created through recent legislative efforts is the REAP program, created as the Local Government Planning Support Grants Program in Assembly Bill (AB) 101 (Chapter 159, Statutes of 2019). This program, administered by HCD, provides one-time funding to councils of governments (COGs) to create and implement regional and local planning projects that promote housing production in support of the 6th Cycle Regional Housing Needs Assessment.

In Southern California for example, REAP 1.0 provided the Southern California Association of Governments (SCAG) with \$47 million to help local cities and counties address their regional determination of 1.34 million new housing units during the 2021-2029 planning period. SCAG created a Housing Policy Leadership Academy to educate and train emerging and established community leaders on how better to advocate for solutions to increase the supply of affordable housing in their local communities. SCAG also created a Sub-Regional Partnerships Program with the the region's 15 sub-regions to fund innovative programs such as the development of model

inclusionary ordinances, tool kits to aid jurisdictions in meeting their AB 686-Affirmatively Furthering Fair Housing requirements, and Accessory Dwelling Unit encouragement strategies.

Efforts such as these are exactly the innovative solutions we envisioned when AB 101 was signed into law. But, it takes time to recruit talent, to create and stand up these programs, and implement these pro-housing strategies with important stakeholders across the state. **Therefore, we propose a one-year extension of the existing REAP 1.0 expenditure deadline from December 31, 2023, until December 31, 2024, via this year's housing budget trailer bill.** Because the work of the REAP 1.0 program is yielding the results we envisioned and to ensure that this work can continue in a deliberate and thoughtful manner, we respectfully ask for your support of this modest extension.

Thank you for your consideration of our request. If we can provide any additional information on this request, please do not hesitate to contact Kevin Gilhooley, State and Federal Legislative Affairs Manager at the Southern California Association of Governments, at (213) 236-1878.

Sincerely,

Sharon Quirk-Silva

Sharon Quirk-Silva
Assembly Member, 65th District

Kelly Seyarto

Kelly Seyarto
Assembly Member, 67th District

Laurie Davies

Laurie Davies
Assembly Member, 73rd District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0115

California Legislature



cc: Mark Tollefson, Deputy Cabinet Secretary for Governor Newsom
Ronda Paschal, Deputy Legislative Secretary for Governor Newsom
Andrew March, Department of Finance

Attachment: 04a - LCMC - 06212022 - REAP 1.0 Expenditure Deadline Extension (Legislative Advocacy Update)



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

June 14, 2022

The Honorable Nancy Skinner
Chair, Senate Budget and
Fiscal Review Committee
1020 N Street, Room 502
Sacramento, CA 95814

The Honorable Phil Ting
Chair, Assembly Budget Committee
1021 O Street, Suite 8230
Sacramento, CA 95814

REGIONAL COUNCIL OFFICERS

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Human Development
Frank Yokoyama, Cerritos
- Energy & Environment
Deborah Robertson, Rialto
- Transportation
Ray Marquez, Chino Hills

RE: REAP 2.0 Funding Swap Request

Dear Chair Skinner and Chair Ting:

On behalf of the Southern California Association of Governments (SCAG), the nation’s largest metropolitan planning organization (MPO) representing six counties, 191 cities, and 19 million residents, I write to respectfully urge support for a technical budget request to swap the portion of federal dollars that fund the Regional Early Action Planning Grants Program of 2021 (REAP 2.0) with General Fund monies that was part of the Fiscal Year (FY) 2021-22 State Budget.

To address a critical gap at the intersection of the state’s policy on climate and housing, the Legislature created REAP 2.0 to provide funds directly to MPOs to accelerate infill development, affirmatively further fair housing, and reduce vehicle miles traveled (VMT). All of these are goals MPOs address as part of our sustainable communities strategies (SCSs) and are required under Senate Bill 375 (Chapter 728, Statutes of 2008). The enacting legislation for REAP 2.0, AB 140 (Chapter 111, Statutes of 2021), listed a multitude of eligible project types to achieve these distinct and complementary goals.

The FY 2021-22 State Budget provided REAP 2.0 with \$600 million, including \$100 million from the General Fund and \$500 million from the Coronavirus State and Local Fiscal Recovery Funds (SLFRF) of the American Rescue Plan Act (ARPA; P.L. 117-2). As AB 140 was being drafted, it was understood that the \$500 million in ARPA funds would allow for any “governmental service” and would therefore be flexible enough to fund transportation projects like transit, pricing, and most VMT reduction projects as well as a full range of housing projects and programs.

Attachment: 04b - LCMC - 06212022 - SCAG REAP 2 Funding Swap (Legislative Advocacy Update)

Unfortunately, the U.S. Treasury’s Final Rule regarding federal SLFRF funds, adopted after the enactment of AB 140, has made transportation uses ineligible, while the housing expenditures allowed are much narrower than originally intended. In short, the anticipated wide range of projects MPOs could fund to help deliver their SCSs is now significantly curtailed using SLFRF. The General Fund surplus provides an opportunity to remedy this situation through a swap of the SLFRF funds for General Fund monies and assigning the federal funds to other SLFRF-eligible uses. Such an exchange will ensure that the Legislature’s original intent in establishing a broad set of project eligibilities for REAP 2.0 can be honored.

For the Southern California region, this change will provide the following key benefits:

- Elevate equity by funding a new regional Mobility Wallet Pilot Program (MWPP) that would pilot travel credits to low-income households within the SCAG region, allowing participants to pay for road prices/tolls, transit fares, micromobility services, or other transportation costs. Such a program would encourage sustainable modes of transportation that reduce VMT while addressing the barriers that underserved communities face.
- Support the planning and development of “quick-build” mobility hubs that integrate Mobility as a Service (MaaS) pilot programs and the California Integrated Travel Program (Cal-ITP), which would further support the MWPP by allowing for accessible travel planning, transit priority strategies like dedicated bus lanes, and on-demand services such as microtransit and micromobility.
- Research and establish a regional VMT bank and mitigation programs to support state and regional climate action efforts.
- Support other key greenhouse gas (GHG) reduction strategies included in SCAG’s 2020 RTP/SCS, such as curb space management programs that shift from prioritizing parking lanes to more flexible zones that can better accommodate transit vehicles, deliveries, and transportation network companies, and transportation demand management programs that expand commuter choices from single-occupant vehicles to carpooling, vanpooling, or transit passes.

Thank you for considering this technical budget request that requires no new funding. We hope you can support this funding swap to unlock the transformative potential of REAP 2.0, the state’s most direct attempt to help regions achieve California’s climate, housing, and equity goals. If you have any questions or wish to discuss this further, please contact Kevin Gilhooley, Legislation Manager, at (213) 236-1887 or via e-mail at gilhooley@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
June 21, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Estee Sepulveda, Legislative Analyst III,
(213) 236-1864, sepulveda@scag.ca.gov

Subject: Housing Bills of Interest

RECOMMENDED ACTION:

Staff recommends support for Senate Bill (SB) 1444 (Allen) and recommends opposition to Assembly Bill (AB) 2011 (Wicks).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Staff is presenting a junior housing bill package for consideration by the Legislative/Communications and Membership Committee (LCMC) with recommended positions to support Senate Bill (SB) 1444 (Allen) and oppose Assembly Bill (AB) 2011 (Wicks).

BACKGROUND:

At its April 19, 2022 meeting, members of the LCMC received a report on 20 housing bills that related to affordability, homeownership, homelessness, land-use, or California Environmental Quality Act (CEQA) exemptions. After discussion and deliberation, the LCMC voted to forward 11 recommendations to the Regional Council (RC), which were unanimously approved at the May 5, 2022 meeting.

Today, staff is presenting a junior housing bill package with recommended positions to support SB 1444 (Allen) and oppose AB 2011 (Wicks). SB 1444 is consistent with the RC’s adopted legislative platform that specifies support for providing local jurisdictions with additional tools and preserving local authority to address housing production, affordability, and homelessness challenges. In contrast, AB 2011 would increase barriers for local jurisdictions across the SCAG region to implement their local housing programs and interfere with local authority to address their housing challenges. Summaries of the two bills are included below.



Staff recommends SUPPORT for the following legislative bill:

Bill: SB 1444 **Author:** Senator Ben Allen (D-Redondo Beach)

Title: South Bay Regional Housing Trust Fund

Status: Passed the Assembly Local Government Committee on 06/08/22, 8-0 vote. Referred to Assembly Housing and Community Development Committee. Hearing not yet scheduled.

Senator Ben Allen (D-Redondo Beach) introduced SB 1444, which would establish the South Bay Regional Housing Trust. The bill would permit the County of Los Angeles and any or all of the cities within the jurisdiction of the South Bay Cities Council of Governments (SBCCOG) to enter into a joint powers agreement (JPA) to fund affordable housing and housing for persons experiencing homelessness within the South Bay Cities region. From 2018 to 2022, South Bay families experiencing homelessness increased 32 percent.

The Trust would be allowed to plan and construct housing, receive public and private financing and funds, and authorize and issue bonds. The SBCCOG is comprised of the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance and the communities of Harbor City, San Pedro, and Wilmington in the City of Los Angeles, along with the unincorporated areas of Districts 2 and 4 in the County of Los Angeles. The Trust is modeled after the San Gabriel Valley Regional Housing Trust that was created under SB 751 (Chapter 670, Statutes of 2019).

On May 17, 2022, Senator Allen gutted the original content of SB 1444 that dealt with property insurance and amended it with language creating the South Bay Regional Housing Trust. This legislation has no formal opposition and is supported by the following groups:

Support	Oppose
- South Bay Cities Council of Governments (sponsor)	- None on file
- City of Rancho Palos Verdes	

Staff recommends OPPOSITION to the following legislative bill:

Bill: AB 2011 **Author:** Assemblymember Buffy Wicks (D-Berkeley)

Title: Affordable Housing and High Road Jobs Act

Passed the Assembly Floor on 05/23/22, 48-11-19 vote. Triple referred to the Senate

Status: Housing Committee, Governance and Finance Committee, and Environmental Quality Committee. Hearings not yet scheduled.

On April 18, 2022, Assemblymember Buffy Wicks (D-Berkeley) gutted and amended AB 2011. This bill would allow the development of any 100 percent affordable housing projects in commercially zoned areas and mixed-income housing along commercial corridors be deemed a “use by right” and subject to a streamlined, ministerial review process, regardless of any inconsistent provision of a local government’s general or specific plans, housing element, ordinances, or regulations. For mixed-income housing, 15 percent of the units shall be set at an affordable rent to lower income households. Furthermore, AB 2011 defines commercial zone as office, retail, or parking as the principally permitted use and commercial corridor means a highway that is not a freeway and is between 70 feet and 150 feet (generally four to six lanes). Projects must be located within the boundaries of an urbanized area or urban cluster of a city or unincorporated community and exempts environmentally unsafe or sensitive areas like high or very high fire severity zones.

AB 2011 also contains labor provisions that require a developer include specified labor standards in construction contracts, including that all construction workers shall be paid at least the general prevailing wage, and certifying to a local government that those standards will be met. Developers seeking ministerial approval for housing projects with 50 units or more would be subject to additional labor standards, including requirements related to health care for certain employees and participation in apprenticeship programs. Below is a selection of stakeholders in support and opposition to AB 2011:

Support	Oppose
- CA Conference of Carpenters (Co-Sponsor)	- California State Association of Electrical Workers
- California Housing Consortium (Co-Sponsor)	- California State Pipe Trades Council
- AARP	- City of Laguna Beach
- Abundant Housing LA	- City of Mission Viejo
- Bay Area Council	- City of Rancho Santa Margarita
- Burbank Housing Development Corporation	- District Council 16, International Union of Painters and Allied Trades
- California Apartment Association	- State Building & Construction Trades Council of California
- California Coalition for Rural Housing	- Western States Council Sheet Metal, Air, Rail and Transportation
- California Community Builders	
- California Housing Partnership	
- California YIMBY	
- Carpenters Local 152, 22, 562, 619, 661, 701, 714, 721, 909, 951, 1109, 1599, 1789, 2236, 180, 405, 46, 505, 605, 713, and 805	

- Carpenters Women's Auxiliary 001, 007, 101, 1904, 417, 66, 710, and 91	
- City of San Mateo	
- Council of Infill Builders	
- Drywall Lathers Local 9109 and 9144	
- East Bay Asian Local Development Corporation	
- Greenbelt Alliance	
- Housing California	
- Mercy Housing California	
- Non Profit Housing Association of Northern California	
- Northern California Carpenters Regional Council	
- San Diego Housing Federation	
- San Francisco Housing Development Corporation	
- Silicon Valley Community Foundation	
- Southern California Association of Nonprofit Housing	
- Southwest Regional Council of Carpenters	
- SV@Home Action Fund	
- United Ways of California	
- Ventura County Clergy and Laity United for Economic Justice	

FISCAL IMPACT:

Work associated with the Housing Bills Report is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 6
REPORT

Southern California Association of Governments
Remote Participation Only
June 21, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Kevin Gilhooley, Legislation Manager
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Kome Ajise

Subject: Transportation Bills of Interest

RECOMMENDED ACTION:

Staff recommends opposition to AB 1778 (C. Garcia), oppose unless amended positions on AB 2237 (Friedman) and AB 2438 (Friedman), and support for AB 2622 (Mullin), SB 1104 (Gonzalez), and SB 1121 (Gonzalez).

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal

EXECUTIVE SUMMARY:

SCAG is monitoring nearly 60 legislative bills that relate to transportation. Of these, staff identified eight (8) bills for recommended positions and/or discussion. For today's meeting, staff recommends the LCMC consider opposition to AB 1778 (C. Garcia), oppose unless amended positions on AB 2237 (Friedman) and AB 2438 (Friedman), and support for AB 2622 (Mullin), SB 1104 (Gonzalez), and SB 1121 (Gonzalez). The remaining two bills are included for informational purposes.

BACKGROUND:

SCAG is monitoring nearly 60 legislative bills that relate to transportation policy. Today's agenda packet includes all these legislative bills – and more – as part of the Legislative Tracking Report. Of these, staff identified eight (8) bills for discussion and consideration of recommended positions.

For today's meeting, staff recommends the LCMC consider opposition to AB 1778 (C. Garcia), oppose unless amended positions on AB 2237 (Friedman) and AB 2438 (Friedman), and support for AB 2622 (Mullin), SB 1104 (Gonzalez), and SB 1211 (Gonzalez). The remaining two bills are included for informational purposes.

Summaries of all eight bills are included below.

Staff recommend an OPPOSE position on the following legislative bill:

Bill: AB 1778 **Author:** Assemblymember Cristina Garcia (D-Bell Gardens)
Title: State transportation funding for highway projects in areas of high poverty and pollution.
Status: Passed Assembly Floor on 05/25/22, 41-25-12.
Recommendation: Oppose.

This bill would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the California Healthy Places Index. For the purposes of this bill, freeway projects are defined as freeway widening projects, interchange expansion projects that would facilitate increased flows of traffic to or from existing or future industrial or warehouse facilities, freeway extensions or lengthening, displacement of residences, houses, or businesses occurring due to freeway projects. The “California Healthy Places Index” is an online resource developed by the Public Health Alliance of Southern California that describes local factors and explores community conditions that impact life expectancy.

AB 1778 does not include a proposed timeline for implementation; therefore, as it is currently drafted, if this bill were to be signed, it would be effective January 1, 2023. Because the bill impacts both funding and permitting, this could have widespread impacts on not only future freeway projects but also projects under construction or those already environmentally approved. Due to the broad range of projects included in AB 1778, this bill could also impact projects that address safety, system preservation, relate to pricing or goods movement issues, or done specifically for transit purposes. AB 1778 contains no exemptions to its prohibitions. For these reasons, staff recommends an oppose position on AB 1778.

This bill is supported by Abundant Housing LA, California YIMBY, Climate Resolve, and the Council of Infill Builders. This bill is opposed by California Building Industry Association, Orange County Transportation Authority, Riverside County Transportation Commission, and Transportation California.

Staff recommend an OPPOSE UNLESS AMENDED position on the following two (2) legislative bills:

Bill: AB 2237 **Author:** Assemblymember Laura Friedman (D-Glendale)
Title: Transportation projects alignment with RTP/SCS, local sales tax measures.
Status: Passed Assembly Floor on 05/25/22, 41-27-10.
Recommendation: Oppose unless amended.

This bill would require projects and programs included in the Regional Transportation Improvement Program (RTIP) to be consistent with the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) and state and federal air quality standards.

Regional Transportation Planning Agencies (RTPAs) compile RTIPs, which are then submitted to the state for inclusion in the State Transportation Improvement Program (STIP). The STIP is a five-year capital improvement program that provides funding from the State Highway Account (SHA) for projects that increase the transportation system's capacity. The SHA is funded through a combination of state gas excise tax, the Federal Highway Trust Fund, and truck weight fees. The STIP may include projects on state highways, local roads, intercity rail, or public transit systems.

Secondly, AB 2237 would prohibit any funds collected from any transportation tax measure passed on or after January 1, 2023, from being spent until that measure's projects and programs are included in the RTP/SCS. The bill would also prohibit the expenditure of funds from local tax measures that passed before January 1, 2023, but that exclusively provide for the collection and expenditure of funds on or after January 1, 2023, until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted RTP/SCS.

Projects that use state or federal funds that require a federal action or permit or are regionally significant will already be included in the RTP/SCS. This section of the bill, however, introduces a precedent that allows the state to dictate parameters on locally approved tax measures. The introduction of state control over locally approved tax measures could jeopardize the ability of county transportation agencies to secure voter approval for new measures or extend current ones. In addition, new rules and parameters governing local tax measures can impact the disclosures, terms, and costs associated with bond instruments, backed by future sales tax receipts, that public agencies use to expedite the delivery of an improvement project.

SCAG's RTP/SCS includes a financial plan to demonstrate that the projects included in the plan will be built. The financial plan relies on "core revenue" sources, which are sources on the ground right now. The 2020 RTP/SCS, Connect SoCal, identifies \$493.1 billion in core revenue sources, including federal, state, and local sources. Federal sources comprise eight percent of the core revenues, and state sources comprise 32 percent. Local sources generate about 60 percent of that total \$493.1 billion, or about \$297.2 billion. The SCAG region has eight half-cent sales tax measures – one each in Imperial, Orange, Riverside, and San Bernardino counties – and four in Los Angeles County. Together they generate \$170 billion, or 34 percent of the financial plan's identified core revenues.

State regulation of local sales tax measures could complicate an agency's ability to secure favorable bond terms and could jeopardize an agency's ability to win approval or extension of a sales tax measure. These risks could jeopardize the largest core revenue sources upon which the RTP/SCS

relies. For these reasons, staff recommends that all provisions relating to state regulation of local sales tax measures be removed from the bill.

AB 2237 would also prohibit state funds from being used for a project that increases “single-occupancy vehicle capacity” unless the project is included in the RTP/SCS, provides sufficient enforceable mitigation to ensure that including the project in the RTP/SCS will not increase GHG emissions, and that the Metropolitan Planning Organization (MPOs) finds that the project helps to advance other regional goals, such as safety, freight travel, maintenance, or equity.

AB 2237 does not define “single-occupancy vehicle capacity,” though it could be interpreted as general-purpose lanes. The bill also does not provide exemptions for other users, which might include vanpools, car shares, or transit buses that also benefit from general-purpose lanes. Furthermore, when SCAG prepares the RTP/SCS, which contains over 3,000 projects, the plan is analyzed at a regional level. This means the plan evaluates how the totality of those projects and programs operate together as a system. Project-specific analysis is not part of the RTP/SCS, so AB 2237 would require an entirely new level of planning and analysis in the RTP/SCS. Project sponsors conduct project-specific analyses on negative environmental impacts when conducting a project’s CEQA analysis. Since July of 2020, when SB 743 (Chapter 386, Statutes of 2013) took effect, these impacts are measured according to the overall amount that people drive. Because this responsibility would represent a significant unfunded mandate for MPOs that develop the RTP/SCS or be redundant with environmental work already conducted by project sponsors, staff recommends that this section be removed from the bill.

This bill is supported by the Coalition for Clean Air and is opposed by the California State Association of Counties, League of California Cities, Orange County Transportation Authority, Riverside County Transportation Commission, Transportation California, and opposed unless amended by the California Association of Councils of Governments.

Bill: AB 2438 **Author:** Assemblymember Laura Friedman (D-Glendale)

Title: State transportation funding alignment with greenhouse gas reduction standards.

Status: Passed Assembly Floor on 05/25/22, 41-23-14.

Recommendation: Oppose unless amended.

This bill would require funds apportioned or awarded from the Local Streets and Roads Program, State Highway Operation and Protection Program (SHOPP), State Transportation Improvement Program (STIP), and the SB 1 competitive programs (Solutions for Congested Corridor Program, Trade Corridor Enhancement Program, and Local Partnership Program) to be expended consistent with the California Transportation Plan, Climate Action Plan for Transportation Infrastructure (CAPTI), and California’s AB 32 and SB 375 greenhouse gas reduction standards.

The California Transportation Plan (CTP) is developed by Caltrans and updated every five years. The CPT provides a common framework for guiding transportation decisions and investments by all levels of government and the private sector that meet California's multimodal needs while reducing greenhouse gas emissions. California State Transportation Agency adopted CAPTI on July 12, 2021. The document details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety, and equity goals.

AB 32, the California Global Warming Solutions Act of 2006, established California's first greenhouse gas reduction target and called on the state to reduce emissions to 1990 levels by 2020. AB 32 also required CARB to develop a Scoping Plan, a suite of measures aimed at achieving that goal. SB 375 (Chapter 728 of the Statutes of 2008) directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions from the automobile and light-duty truck sector for 2020 and 2035. The law requires MPOs to create Sustainable Communities Strategies in conjunction with their Regional Transportation Plans.

AB 2438 would affect SB 1 (Chapter 5, 2017 statutes), programs and transportation funds approved by the Legislature and upheld by the voters against a referendum that sought to repeal it (Proposition 6, 2018). CAPTI was not approved by the Legislature but was instead adopted by an administrative agency. AB 2438 could, therefore, limit and constrain the original intent for these SB 1's statutory programs by administrative action. Additionally, when SCAG, and numerous other stakeholder organizations, supported and advocated for SB 1 to provide new and stable revenue sources for road safety improvements, expand transit, invest in goods movement infrastructure and grade separations, and repair local streets, highways, and bridges, there were promises that SB 1 funds would be used for transportation-related purposes only and that these funds would not be held hostage for unrelated policy priorities, regardless of how important those other priorities are. A deal was a deal. AB 2438 would void that agreement by adding new criteria for SB 1-funded transportation programs. Staff recommends that AB 2438 be amended to remove the SB 1-funded programs from this bill.

Requiring consistency with the California Transportation Plan is unrealistic since it is not fiscally constrained, unlike the Federal Transportation Improvement Program or the RTP/SCS. Because of these reasons, staff recommends that AB 2438 be amended to remove this requirement.

Secondly, AB 2438 would require the California State Transportation Agency, Caltrans, and the California Transportation Commission, in consultation with the State Air Resources Board and the Strategic Growth Council, to jointly prepare a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the

above-described plans and away from projects that increase vehicle capacity. Staff recommends that AB 2438 be amended specifically to include consultation with the state's MPOs as part of this process.

Lastly, this bill would add a financial analysis to the California Transportation Plan, including a summary of the plan's implementation constrained by a realistic projection of available revenues. The CTP would also be required to contain a recommendation for the allocation of funds.

AB 2438 is supported by Coalition for Clean Air and Natural Resources Defense Council. The bill is opposed by the California State Council of Laborers, Riverside County Transportation Commission, and Transportation California.

Staff recommend a SUPPORT position on the following three (3) legislative bills:

Bill: AB 2622 **Author:** Assemblymember Kevin Mullin (D-San Mateo)

Title: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project

Status: Passed Assembly Floor on 05/26/22, 74-0-4.

Recommendation: Support

This bill would extend the state sales and use tax exemption for zero-emission buses (ZEBs) purchased by public transit agencies to January 1, 2026. Previous legislation by Assemblymember Mullin, AB 784 (Chapter 684, Statutes of 2019), created the original state sales and use tax exemption for ZEBs through January 1, 2024. The intent behind this law was to further encourage transit agencies to purchase ZEBs over conventionally fueled (diesel or compressed natural gas) buses and to aid transit agencies in complying with the California Air Resource Board's (CARB) Innovative Clean Transit (ICT) regulation by reducing the upfront costs for these more expensive technologies. The ICT regulation requires California public transit agencies to completely transition their bus fleets to zero-emission fleets by 2040.

There are close to 13,000 transit buses statewide with 800 ZEBs in operation or on order. The success of AB 784 in supporting the adoption and purchase of ZEBs accounts for over 25 percent of today's ZEBs utilized by transit agencies. By extending the tax exemption, public transit agencies are eligible to save between approximately \$30,000 and \$50,000, depending on the manufacturer and technology package on each ZEB that is purchased. An overall reduction in fleet costs will allow transit agencies to reallocate their resources as they work to secure additional funding for ZEBs as well as the accompanying charging infrastructure. For these reasons, staff recommends a support position on AB 2622.



This bill is sponsored by the California Transit Association and supported by the City of Moorpark, City of Thousand Oaks, Long Beach Transit, Los Angeles County Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority, and San Diego Metropolitan Transit System. This bill is opposed by California Federation of Teachers.

Bill: SB 1104 **Author:** Senator Lena Gonzalez (D-Long Beach)

Title: Establishing the Office of Freight

Status: Double referred to Asm. Jobs, Econ. Develop., & Econ, and Transportation Committees.
Will be heard in Asm. J., E.D., and E. on 06/21/22.

Recommendation: Support

This bill would establish the Office of Freight (Office) within the Governor’s Office of Business and Economic Development (GO-Biz) to serve as a coordinating entity. The Governor would be required to appoint a director to lead the Office, who would oversee the Office, facilitate collaboration along the supply chain, and advocate for the interests of businesses in the freight sector industry. The Office would be tasked with overseeing the growth, competitiveness, and sustainability of freight in the state in consultation with public and private stakeholders. The Office would be required to submit a report to the legislature on statewide economic growth, competitiveness, prosperity, resiliency, and sustainability of the state’s freight sector by December 31, 2024. The Office’s report would inform GO-Biz’s development of a strategy for international trade and investment.

The report would be required to be created in consultation with the California Air Resources Board (CARB), California Department of Transportation (Caltrans), California State Transportation Agency (CalSTA), and the California Transportation Commission (CTC).

Furthermore, the report would be required to include an assessment of topics including the resilience of the freight sector and supply chain concerns, progress on zero-emission goals, and the economic competitiveness in the supply chain, among other topics. The Office would be required to update the report once every five years. The California State Transportation Agency (CalSTA) would be required to incorporate the report’s findings into the state freight plan.

The Ports of Los Angeles and Long Beach are the entry points for 40 percent of California’s containerized cargo imports and 25 percent of the state’s containerized exports. These ports experienced a 50 percent increase in cargo in March 2021 compared to a year earlier, which, combined with insufficient infrastructure, has contributed to the nationwide supply chain crisis. The Office of Freight would serve a crucial role as a singular point of contact for the state’s role in coordinating and promoting the economic growth and competitiveness of our region’s freight and goods movement sector. For these reasons, staff recommends support for SB 1104.

Go-Biz indicated that it would incur \$540,000 in first-year costs and \$440,000 annually thereafter to establish and run this office. CARB noted that it would require \$630,000 ongoing to perform its administrative duties. Finally, CalSTA said it would require up to \$200,000 for the one-time cost associated with a limited-term position. This bill has no formal opposition and is supported by the California Association of Port Authorities, California Builders Alliance, California Business Roundtable, and California Retailers Association.

Bill: SB 1121 **Author:** Senator Lena Gonzalez (D-Long Beach)

Title: State and local transportation system needs assessment

Status: Passed Senate Floor on 05/23/22, 32-0-8.

Recommendation: Support

This bill would require the California Transportation Commission (CTC) to develop a needs assessment every other year that includes the cost to operate, maintain, and provide for the future growth and resiliency of the state and local transportation system for the following ten years. The bill would define state and local transportation system to include a) bicycle and pedestrian facilities, b) local streets and roads, c) highways, bridges, and culverts, and d) transit systems, including commuter rail and intercity rail systems (including operations).

SB 1121 would also require the CTC to forecast available revenues to meet the transportation system's future needs and make recommendations concerning any potential revenue gaps. In addition, the assessment must include the costs associated with addressing climate change impacts. In developing the needs assessment, the CTC would be required to consult with relevant stakeholders, including Metropolitan Planning Organizations (MPOs).

Having a full assessment and understanding of the current state of California's transportation system, the funding needed to maintain and expand the network, and the funding available to meet those needs is an important step in discussing future priorities and resources. Especially as climate challenges continue and resiliency needs increase, a full needs assessment will play an important role in steering that conversation. For this reason, staff recommends support of SB 1121.

The CTC estimates one-time consultant contracting costs of approximately \$300,000 and state operations costs of approximately \$239,000 annually for two years for staff to oversee the contract and develop the assessment. This bill is supported by Transportation California. There is no known opposition.

Staff has included the following two (2) legislative bills for INFORMATIONAL purposes:

Lastly, staff presents the following two bills for informational purposes as a follow-up to a May 19, 2022, advocacy meeting with Senator Lena Gonzalez (D-Long Beach), who also serves as Chair of the Senate Transportation Committee. During this meeting, Senator Gonzalez shared three legislative priorities: SB 1104, SB 1251, and SB 1382. Staff recommended a support position on SB 1104, above, and includes summaries on the other two bills for the LCMC's information.

Bill: SB 1251 **Author:** Senator Lena Gonzalez (D-Long Beach)

Title: Establishing the Office of Zero-Emission Vehicle Equity Advocate

Status: Double referred to Asm. Accountability & Admin Review and Transportation Committees. Pending hearing date in Asm. A. & A.R.

Recommendation: None.

This bill would establish the Office of Zero-Emission Vehicle Equity Advocate (ZEV Advocate) to coordinate the development of a shared, cross-agency definition of "equity" and set the equity agenda for the deployment of light-, medium-, and heavy-duty ZEVs, supporting infrastructure and workforce development. The ZEV Advocate would be required to serve as a point of contact for stakeholders to give concerns, feedback, and suggestions on the state's progress towards equitably achieving its ZEV deployment goals. The ZEV Advocate would also be required to provide information and propose policy changes to ensure all state agencies have consistent definitions, criteria, and targets used in the state's ZEV and infrastructure programs. SB 1251 would give the ZEV Advocate authority to convene meetings and taskforces between state and local governmental agencies, utilities, labor, and private sector concerns for the purpose of advancing zero-emission transportation goals.

The ZEV Advocate would also be required to develop and adopt an equity action plan that provides actions necessary to advance equity in access to ZEVs, infrastructure, and ZEV transportation options in low-income communities. The ZEV Advocate would be required to coordinate with community organizations, state and local governmental agencies, and private stakeholders to develop the equity plan for equitable zero-emission vehicle deployment. The ZEV Advocate would then be required to assess and publish updates regarding progress toward meeting the equity action plan's goals. The ZEV Advocate's office would sunset on January 1, 2028.

The bill has no formal opposition and is sponsored by the Los Angeles Cleantech Incubator and is supported by the California Climate Council, California Municipal Utilities Association, the City of Santa Monica, and Pacoima Beautiful.



Bill: SB 1382 **Author:** Senator Lena Gonzalez (D-Long Beach)
Title: Clean Cars for All Equity and Sales Use Exemption
Status: Double referred to Asm. Accountability & Admin Review and Transportation Committees. Pending hearing date in Asm. A. & A.R.
Recommendation: None.

SB 1382 would require the California Air Resources Board (CARB) to coordinate with air districts and community organizations to identify barriers to accessing the Clean Cars 4 All (CC4A) program and develop outreach protocols and metrics for unrepresented groups. To accomplish this, CARB would assess identifying groups underserved by the CC4A program, how incentive levels can be modified to maximize participation (and therefore emissions reductions), and evaluate the funding for targeted outreach in low-income or disadvantaged communities.

CC4A is a CARB-administered program that provides incentives for Californians whose incomes are below 400 percent of the Federal Poverty Line to scrap and replace their older, higher polluting vehicles and replace them with zero- or near-zero emission vehicles. CC4A aims to target benefits to low-income and disadvantaged communities and heavily emphasizes consumer protections, education on new technologies, and coordination with other clean transportation programs. CC4A has been operating for six years through five air districts, including the South Coast Air Quality Management District. The program has helped place over 11,000 zero- or near-zero emission vehicles with over \$90 million in funding to low-income participants.

SB 1382 would also exempt plug-in hybrid and zero-emission vehicles purchased through CC4A from the sales and use tax.

The bill has no formal opposition and is supported by the Bay Area Air Quality Management District, California Electric Transportation Coalition, California Environmental Voters, and California New Car Dealers Association.

FISCAL IMPACT:

Work associated with the staff report on Transportation Bills of Interest is contained in the Indirect Cost budget, Legislation 810-0120.10.
