



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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REMOTE PARTICIPATION ONLY

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

*Tuesday, September 20, 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, September 19, 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, September 19, 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.

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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 – September 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, September 20, 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, September 19, 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, September 19, 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 – August 16, 2022
2. SCAG Memberships and Sponsorships

Receive and File

3. Legislative Tracking Report

INFORMATION ITEM

4. Federal Update – Status of Infrastructure Investment and Jobs Act and Inflation Reduction Act
(Holland & Knight)
5. End of Legislative Session Update/Climate Package Update
(Kevin Gilhooley, Legislation Manager)
6. Policy Statement Discussion – Discuss Potential Policy Statement that Expresses Concerns
Relating to the State Legislature’s Encroachment on Local Land Use Authority
(Kevin Gilhooley, Legislation Manager)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Director of Government and Public Affairs)

PRESENTATION

(The Honorable Norma Torres, Congresswoman, 35th District)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
Remote Participation Only
September 20, 2022

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, AUGUST 16, 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 the 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)

Margaret Finlay

Alex Fisch

Curt Hagman

Jan Harnik

Patricia Lock Dawson

Clint Lorimore

Ray Marquez

Mike Posey

Deborah Robertson

David J. Shapiro

Donald P. Wagner

Alan Wapner

Lynwood

Duarte

Culver City

Riverside

Eastvale

Chino Hills

Huntington Beach

Rialto

Calabasas

TCA

District 26

District 35

District 41

San Bernardino County

RCTC

District 68

District 4

District 10

District 64

District 8

District 44

Orange County

SBCTA

MEMBERS NOT PRESENT

Cindy Allen

Claudia Bill-de la Peña

Lorrie Brown

Cheryl Viegas-Walker

Long Beach

Thousand Oaks

Ventura

El Centro

District 30

District 46

District 47

District 1

CALL TO ORDER

Chair Peggy Huang called the meeting to order at 8:32 a.m. and called on Hon. Alan Wapner, SBCTA, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

MOMENT OF SILENCE

Chair Huang called for a moment of silence in memory of SCAG's First Vice President and Ventura County Supervisor, Carmen Ramirez.

Mr. Kome Ajise, Executive Director, and the Committee Members gave brief comments in honor of Supervisor Ramirez.

PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS

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 no public comments were 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

Chair Huang informed the Committee Members that today's Presentation by Senator Sydney Kamlager (D-Los Angeles) would need to be postponed.

CONSENT CALENDAR

Chair Huang informed the committee there were three (3) items on the consent calendar, noting that item 3 was listed under "Receive and File" by error, and clarified it should have been listed as an "Approval Item." Mr. Jeffery Elder, Deputy Legal Counsel, advised the Committee Members to vote on items 1 and 2 and then vote on item 3 separately. The Committee members agreed with Mr. Elder.

Approval Item

1. Minutes of the Meeting – July 19, 2022
-

Receive and File

2. Legislative Tracking Report

Chair Huang opened the Public Comment Period for the Consent Calendar items 1 and 2. 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 items 1 and 2. The MOTION was SECONDED (Posey) and APPROVED by a majority roll call vote as follows:

AYES: Finlay, Fisch, Hagman, Harnik, Huang, Lock Dawson, Lorimore, Marquez, Posey, Shapiro, Solache, Wagner, and Wapner (13)

NOES: None (0)

ABSTAINS: None (0)

Approval Item

3. Memberships & Sponsorships

Chair Huang opened the Public Comment Period for the Consent Calendar item 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 item 3. The MOTION was SECONDED (Shapiro) and APPROVED by a majority roll call vote as follows:

AYES: Finlay, Fisch, Hagman, Harnik, Huang, Lock Dawson, Lorimore, Posey, Shapiro, Solache, Wagner, and Wapner (12)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEM

4. Legislative Advocacy Update

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, gave the committee members an update on SCAG's most recent legislative advocacy, which included details of the last efforts to support the Infill Infrastructure Grant program as part of the State Budget's climate-resilience package, a report on President Jan Harnik's next special meeting with Senate Appropriations Committee Chair, Anthony Portantino, and a status update on the 24 Legislative bills on which SCAG took an official position.

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

Hon. Alan Wapner, SBCTA, recommended SCAG make a public policy statement expressing concern on our state legislature's constant encroachment of local land use authority. He expressed interest in having this discussion with the committee members and taking it to the Regional Council for further discussion.

Hon. Mike Posey, Huntington Beach, District 64, agreed with Hon. Wapner's recommendation and added his comments on the Legislature's impact on the permitting process, noting the state's efforts may not be working as intended.

Chair Huang inquired if the votes for AB 2011 (Wicks), the Affordable Housing and High Road Jobs Act of 2022, survive in the senate with the added amendments. Mr. Gilhooley, Legislation Manager, and Mr. Steve Cruz, Cruz Strategies, each addressed Chair Huang's question regarding AB 2011.

Hon. Jan Harnik, RCTC, also commented on Mr. Wapner's recommendation for a policy statement and then Chair Huang directed staff to place this item on a future LCMC agenda.

Hon. Deborah Robertson, Rialto, District 8, asked about RHNA and requiring a commitment from water agencies to provide the water needed for the housing associated with a jurisdiction's RHNA. Mr. Gilhooley responded by noting that SCAG is currently undergoing public outreach campaigns to collect ideas from the region on how to improve the RHNA process.

5. The Inflation Reduction Act Summary

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

Mr. David Angel, Legislative Analyst, gave the committee members an update on the U.S. House of Representatives (HR) bill 5376, the inflation reduction act (IRA) of 2022. He spoke on the voting process and the outcome of this bill at the Senate and the House and emphasized how the IRA would represent the largest climate investment in U.S history. Mr. Angel reported that the IRA would raise \$740 billion over ten (10) years and spend more than \$430 billion to reduce carbon emissions. He mentioned that this bill would also extend subsidies for health insurance under President Obama's Affordable Care Act and noted that any leftover funding would be dedicated to reducing the federal budget deficit of 2.8 trillion from the fiscal year 2021. He provided details on how the IRA would raise these funds. He reported that the IRA would provide \$369 billion in direct investment to ensure energy security, reduce carbon emissions, increase energy innovation, and support environmental justice objectives with direct support for underserved communities. Mr. Angel highlighted programs of interest to SCAG under the \$369 billion carbon emissions reduction package. He concluded by stating that a comprehensive report of the IRA, prepared by Holland & Knight, could be found in this meeting's agenda packet. He also mentioned that Holland & Knight would join next month's LCMC meeting to discuss the bill further.

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

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Ms. Javiera Cartagena, Director of Government and Public Affairs, began her remarks by speaking in honor of Ventura County Supervisor Carmen Ramirez, emphasizing that she was a kind and thoughtful leader who will be sorely missed.

Ms. Cartagena provided the committee with an update on the largest funding awards under the Bipartisan Infrastructure Law. She noted that the Biden Administration had announced that \$2.2 billion would be going to 166 projects across the country from the "Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. She mentioned that out of the 166 projects, eight (8) were in California, and three (3) were in the SCAG Region. She took a moment to congratulate the City of Fontana for being awarded \$15 million, the City of Inglewood for a \$15 million award, and the Port of Los Angeles for their \$20 million grant award.

Ms. Cartagena also provided an update on SCAG events. She spoke about the 33rd Annual Demographic Workshop, emphasizing that this year's theme would be "Forecasting the New Normal," which would be held virtually on September 14th and 21st. She encouraged the committee to register by visiting the SCAG website. Ms. Cartagena also shared that Mr. Kome Ajise, Executive Director, would be participating as a panelist at the Clean Vehicle Policy Summit and Car Show, an invitation-only event being held on September 9th and noted if members were interested in attending, to please notify staff, and they would assist with sign up. Ms. Cartagena concluded her



report by informing the committee that Mobility 21 would be holding their Annual Conference on August 19th and that SCAG would be participating in many panels, including Infrastructure California, the CEO Summit wrap-up, and Sponsoring the Nation's Ports.

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

PRESENTATION

(The Honorable Sydney Kamlager, Senator, 30th District)

Senator Sydney Kamlager, (D-Los Angeles) was unable to attend the LCMC meeting.

FUTURE AGENDA ITEMS

There were no Future Agenda Items requested by the Committee Members during this time.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, Chair Huang adjourned the Legislative/Communications and Membership Committee meeting in honor and loving memory of First Vice President and Ventura County Supervisor Carmen Ramirez at 9:31 a.m.

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

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Legislative / Communications and Membership Committee

2022-2023																
MEMBERS	CITY	Representing	MAY	JUN	JULY	AUG	SEPT	OCT (Dark)	NOV	DEC	JAN	FEB	MAR	APR	MAY	Total Mtgs Attended YTD
Hon. Peggy Huang, Chair		TCA	1	-	1	1										3
Hon. Jose Luis Solache, Vice Chair	Lynwood	District 26	1	1	1	1										4
Hon. Cindy Allen	Long Beach	District 30	1	1	1	-										3
Hon. Claudia Bill-de la Pena	Thousand Oaks	District 46	1	-	1	-										2
Hon. Lorrie Brown	Ventura	District 47	-	-	-	-										0
Hon. Margaret Finlay	Duarte	District 35	1	1	1	1										4
Hon. Alex Fisch	Culver City	District 41	1	1	1	1										4
Sup. Curt Hagman		San Bernardino County	1	-	-	1										2
Hon. Jan Harnik		RCTC	1	1	1	1										4
Hon. Patricia Lock Dawson	Riverside	District 68	1	1	1	1										4
Hon. Clint Lorimore	Eastvale	District 4	1	1	1	1										4
Hon. Ray Marquez	Chino Hills	District 10	1	1	1	1										4
Hon. Mike Posey	Huntington Beach	District 64	-	-	1	1										2
Hon. Deborah Roberston	Rialto	District 8	-	1	-	1										2
Hon. David J. Shapiro	Calabasas	District 44	1	1	1	1										4
Hon. Cheryl Viegas-Walker	El Centro	District 1	1	1	-	-										2
Sup. Donald P. Wagner		Orange County	-	1	1	1										3
Hon. Alan Wapner		SBCTA	1	1	1	1										4



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Remote Participation Only
September 20, 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: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:

Approve up to \$15,772 to sponsor 1) CoMotion LA '22 (\$10,000) and retain our membership with 2) the American Public Transit Association (\$5,772).

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/Communications and Membership Committee (LCMC) is asked to approve up to \$15,772 to sponsor 1) CoMotion LA '22 (\$10,000) and retain our membership with 2) the American Public Transit Association (APTA) (\$5,772).

BACKGROUND:

Item 1: CoMotion LA '22

Type: Sponsorship **Amount:** \$10,000

The CoMotion LA '22 Conference will be held from November 15-17, 2022, in the heart of the Arts District at the Japanese American National Museum. The event will bring together key public and private stakeholders shaping the future of mobility to emerge with new policy and innovation mandates for a more connected, innovative, and sustainable urban future. CoMotion will offer a curated three-day conference full of immersive and interactive talks, pitches, demos, and workshops to find a path forward for cities and mobility systems.

CoMotion LA is the leading global conference and expo focused on New Mobility. It is an initiative of the NewCities Foundation, the Montreal-based nonprofit institution dedicated to improving the quality of life and work in 21st-century cities worldwide. CoMotion LA has the support of LA Mayor Eric Garcetti, the Los Angeles County Metropolitan Transportation Authority (Metro), the

International Organization for Public Transport Authorities (UITP), and other leading city, state, national, and international organizations, both public and private. Over a thousand international leaders, including mayors, policymakers, CEOs, leading researchers, innovators, nonprofit, and civil society leaders, will gather to discuss key themes, including reimagining infrastructure, designing seamless journeys, connecting communities, and powering sustainable mobility. Speakers for this year's conference include Transportation Secretary Pete Buttigieg, Los Angeles Mayor Eric Garcetti, LA Metro CEO Stephanie Wiggins, and other top officials across the public, private, and nonprofit sectors.

SCAG sponsored this event in 2017, 2018, and 2019, and the feedback was very positive due to the integration of the agency's *GoHuman* campaign. SCAG staff recommends sponsorship of this event in the amount of \$10,000, which will provide SCAG with the following:

- SCAG to be branded as a CoMotion LA '22 Partner, which includes branding on websites, print, marketing materials, social media channels, and on-site signage;
- SCAG Executive Director or President invited to speak on a CoMotion Panel at the conference (whether virtual or in-person);
- Ten (10) admission passes for senior SCAG executives and leadership team and/or clients to the event;
- List of CoMotion LA '22 participants;
- Opportunity to share SCAG content on the CoMotion LA newsletter; and
- Exhibitor Space

Item 2: American Public Transit Association (APTA)

Type: Membership **Amount:** \$5,772

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

FISCAL IMPACT:

\$15,772 for membership with APTA and sponsorship of CoMotion LA '22 is included in the approved FY 22-23 General Fund Budget.



AGENDA ITEM 3 REPORT

Southern California Association of Governments
Remote Participation Only
September 20, 2022

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Kome Ajise

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 177 measures that have a nexus to the Regional Council's adopted 2022 State and Federal Legislative Platform.

California adopted a final \$308 billion budget, the largest in state history, on June 29, 2022. This came after the Governor negotiated several outstanding issues with the Legislature and signed numerous budget-related bills that make up the Fiscal Year 2022-2023 State Budget. Further, after negotiations between the Legislature and Governor, the Governor signed Housing and Climate packages through budget trailer bills. The Housing Budget Trailer bill modified the Infill Infrastructure Grant (IIG) program to expand allowable uses to include adaptive reuse and provided \$150 million in addition to the \$425 million already allocated in the main budget bill. Additionally, the Climate Budget Trailer Bill approved \$19.3 billion from General Fund dollars, with many details to be solidified in future legislation. Notably, this trailer bill created the Community Resilience Center program and is slated to provide billions of dollars for electric vehicle investments. More

details about both packages are included in another report. SCAG submitted a letter to the Governor and Legislative Leadership detailing some priorities for inclusion in the Climate Package, including an expansion of the IIG program and support for Community Resilience Centers.

The State Legislature adjourned into the Final Recess of the 2021-2022 Legislative Session on August 31, 2022, which was the deadline for each house to pass bills. The Governor has until the end of September to take final action on bills that made it to his desk. Legislators running for re-election will then turn their focus to the November 8, 2022, Midterm Elections. The Legislature will convene an organizational session on December 5, 2022, to prepare returning and new members for the Legislature to reconvene for the 2023-2024 Legislative Session at the beginning of January. Non-urgency bills signed into law in 2022 will also take effect on January 1, 2023.

The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
August 31, 2022	Last day for each house to pass bills.
September 30, 2022	Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in the Governor’s possession on or after Sept. 1.
November 8, 2022	2022 Midterm Election
December 5, 2022	2023-24 Regular Session convenes for Organizational Session.
January 1, 2023	Bills signed into law in 2022 take effect.
January 3 or 4, 2023	Legislature Reconvenes for 2023-2024 Legislative Session.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. 02a - LCMC - 09202022 - Legislative Tracking Bill Report

SCAG Bill Report 9/12/2022

Broadband

[AB 14](#) **(Aguiar-Curry D) Communications: California Advanced Services Fund: deaf and disabled telecommunications program: surcharges.**

Current Text: Chaptered: 10/8/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 9/2/2021

Status: 10/8/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 658, Statutes of 2021.

Location: 10/8/2021-A. CHAPTERED

Summary: Under current law, the Public Utilities Commission has regulatory authority over public utilities, including telephone corporations. Current 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. Current law authorizes the commission to impose a surcharge to collect \$330,000,000 for deposit into the CASF beginning January 1, 2018, and continuing through the 2022 calendar year. Current law specifies the amount of surcharge revenues to be deposited into each account within the CASF, subject to appropriation by the Legislature. This bill would authorize the commission to impose the surcharge to fund the CASF until December 31, 2032, as specified.

Position

Support

[AB 41](#) **(Wood D) Broadband infrastructure deployment.**

Current Text: Chaptered: 10/8/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/31/2021

Status: 10/8/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 659, Statutes of 2021.

Location: 10/8/2021-A. CHAPTERED

Summary: Current law vests the Department of Transportation with full possession and control of state highways and associated property. Current law requires the department to notify companies and organizations working on broadband deployment on its internet website of specified department-led highway construction projects and authorizes those companies and organizations to collaborate with the department to install broadband conduits as part of those projects. This bill would require the department, as part of those projects that are funded by a specified item of the Budget Act of 2021 and are located in priority areas, to ensure that construction includes the installation of conduits capable of supporting optic communication cables.

Position

Watch

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

Current Text: Enrolled: 9/2/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 8/24/2022

Status: 8/31/2022-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 79. Noes 0.).

Location: 8/31/2022-A. ENROLLMENT

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

Introduced: 2/18/2022

Last Amend: 8/17/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/6/2022-A. ENROLLED

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

Position

[AB 2752](#) (Wood D) Broadband infrastructure and video service: mapping: subscriber information.

Current Text: Enrolled: 9/2/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 8/1/2022

Status: 8/31/2022-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 71. Noes 0.)

Location: 8/31/2022-A. ENROLLMENT

Summary: Current law requires the Public Utilities 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 authorize the commission to collect information from providers of broadband services at the address level. The bill would prohibit the commission from disclosing residential subscriber information, as provided.

Position

[SB 4](#) (Gonzalez D) Communications: California Advanced Services Fund.

Current Text: Chaptered: 10/8/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 9/2/2021

Status: 10/8/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 671, Statutes of 2021.

Location: 10/8/2021-S. CHAPTERED

Summary: Would require the Governor's Office of Business and Economic Development to coordinate with other relevant state and local agencies and national organizations to explore ways to facilitate streamlining of local land use approvals and construction permit processes for projects related to broadband infrastructure deployment and connectivity.

Position

Support

[SB 28](#) (Caballero D) Digital Infrastructure and Video Competition Act of 2006: deployment data.

Current Text: Chaptered: 10/8/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/30/2021

Status: 10/8/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 673, Statutes of 2021.

Location: 10/8/2021-S. CHAPTERED

Summary: The Digital Infrastructure and Video Competition Act of 2006, establishes a procedure for the issuance of state franchises for the provision of video service, defined to include cable service and open-video systems, administered by the Public Utilities Commission. The act provides that the holder of a state franchise is not a public utility as a result of providing video service and does not provide the commission with authority to regulate the rates, terms, and conditions of video service except as explicitly set forth in the act. The act requires a franchise holder to annually report to the commission regarding the availability of and subscriptions to broadband and video service, as specified. This bill would repeal the requirement that franchise holders annually report regarding the availability of and subscriptions to broadband and video service.

Position

Watch

SB 378

(Gonzalez D) Local government: broadband infrastructure development project permit processing: microtrenching permit processing ordinance.

Current Text: Chaptered: 10/8/2021 [html](#) [pdf](#)

Introduced: 2/10/2021

Last Amend: 6/29/2021

Status: 10/8/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 677, Statutes of 2021.

Location: 10/8/2021-S. CHAPTERED

Summary: Would require a local agency to allow, except as provided, microtrenching for the installation of underground fiber if the installation in the microtrench is limited to fiber. The bill would also require, to the extent necessary, a local agency with jurisdiction to approve excavations to adopt or amend existing policies, ordinances, codes, or construction rules to allow for microtrenching. The bill would provide that these provisions do not supersede, nullify, or otherwise alter the requirements to comply with specified safety standards. The bill would authorize a local agency to impose a fee for its reasonable costs on an application for a permit to install fiber, as provided. By imposing new duties on local agencies with regard to the installation of fiber, the bill would impose a state-mandated local program.

Position

CEQA

SB 7

(Atkins D) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.

Current Text: Chaptered: 5/20/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 2/18/2021

Status: 5/20/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 19, Statutes of 2021.

Location: 5/20/2021-S. CHAPTERED

Summary: Would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project.

Position

Support

SB 44

(Allen D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.

Current Text: Chaptered: 10/7/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/30/2021

Status: 10/7/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 633, Statutes of 2021.

Location: 10/7/2021-S. CHAPTERED

Summary: Would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates that is located wholly within the County of Los Angeles or connects to an existing transit project wholly located in that county and that is approved by the lead agency on or before January 1, 2024. The bill would require the project applicant of the environmental leadership transit project to take certain actions in order for those specified procedures to apply to the project. The bill would require the Judicial Council, on or before January 1, 2023, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 365 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project.

Position
Support

SB 886

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

Current Text: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 1/27/2022

Last Amend: 8/18/2022

Status: 8/30/2022-Enrolled and presented to the Governor at 3 p.m.

Location: 8/30/2022-S. ENROLLED

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, including that each building within the project is certified as Leadership in Energy and Environmental Design (LEED) platinum or better by the United States Green Building Council, that the project's construction impacts are fully mitigated, and that the project is not located, in whole or in part, on certain types of 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. By imposing additional duties on local governments, this bill would impose a state-mandated local program.

Position

SB 922

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

Current Text: Enrollment: 8/23/2022 [html](#) [pdf](#)

Introduced: 2/3/2022

Last Amend: 8/4/2022

Status: 8/23/2022-Enrolled and presented to the Governor at 12:30 p.m.

Location: 8/23/2022-S. ENROLLED

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

Position
Support

City Attorney

AB 2766

(Maienschein D) Unfair Competition Law: enforcement powers: investigatory subpoena.

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

Introduced: 2/18/2022

Last Amend: 6/21/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/6/2022-A. ENROLLED

Summary: Current law authorizes a district attorney, upon reasonable belief that there has been a violation of the Unfair Competition Law (UCL) or various other laws related to unfair business practices, to exercise all of the powers granted to the Attorney General as a head of a department to investigate the potential violation, including the authority to issue subpoenas. This bill would grant the investigatory power granted to the Attorney General as a head of a department to the city attorney of any city having a population in excess of 750,000, to the county counsel of any county within which a city has a population in excess of 750,000, or to a city attorney of a city and county, when the city attorney or county counsel reasonably believes that there may have been a violation of the UCL. The bill would require the recipient of a subpoena issued pursuant to those investigatory powers granted to a city attorney or to a county counsel who objects to the request, to serve their objection and to meet and confer with the issuer of the subpoena to attempt to address their objection. The bill would authorize the recipient of the subpoena to petition the superior court for an order quashing or modifying the subpoena, if, after meeting and conferring, the issuer and recipient cannot reach agreement.

Position

City Clerk

AB 361 (Rivas, Robert D) Open meetings: state and local agencies: teleconferences.

Current Text: Chaptered: 9/16/2021 [html](#) [pdf](#)

Introduced: 2/1/2021

Last Amend: 9/3/2021

Status: 9/16/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 165, Statutes of 2021.

Location: 9/16/2021-A. CHAPTERED

Summary: Would, until January 1, 2024, authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency, as that term is defined, when state or local health officials have imposed or recommended measures to promote social distancing, during a proclaimed state of emergency held for the purpose of determining, by majority vote, whether meeting in person would present imminent risks to the health or safety of attendees, and during a proclaimed state of emergency when the legislative body has determined that meeting in person would present imminent risks to the health or safety of attendees, as provided.

Position

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

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

Introduced: 2/17/2022

Last Amend: 8/8/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/6/2022-A. ENROLLED

Summary: Current law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act generally requires posting an agenda at least 72 hours before a regular meeting that contains a brief general description of each item of business to be transacted or discussed at the meeting, and prohibits any action or discussion from being undertaken on any item not appearing on the posted agenda. This bill would revise and recast those teleconferencing provisions and, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction.

Position

Support

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

Current Text: Enrolled: 8/26/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 8/16/2022

Status: 8/31/2022-Enrolled and presented to the Governor at 9:30 p.m.

Location: 8/24/2022-A. ENROLLED

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: Enrollment: 8/29/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 8/4/2022

Status: 8/29/2022-Enrolled and presented to the Governor at 3:30 p.m.

Location: 8/29/2022-A. ENROLLED

Summary: Current law, the California Public Records Act, requires state agencies and local agencies to make public records available for inspection, subject to specified criteria, and with specified exceptions. Current law, the Ralph M. Brown Act, requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. 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 29 (Umberg D) Elections: vote by mail ballots.

Current Text: Chaptered: 2/19/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 1/15/2021

Status: 2/19/2021-Chaptered by Secretary of State- Chapter 3, Statutes of 2021

Location: 2/19/2021-S. CHAPTERED

Summary: Current law required county elections officials to mail a ballot to every registered voter for the November 3, 2020, statewide general election. Current law, for the November 3, 2020, statewide general election, also required county elections officials to use a specified Secretary of State vote by mail tracking system or a system that meets the same specifications. This bill would extend these requirements to all elections proclaimed or conducted prior to January 1, 2022

Position

Watch

SB 274 (Wieckowski D) Local government meetings: agenda and documents.

Current Text: Chaptered: 10/9/2021 [html](#) [pdf](#)

Introduced: 1/29/2021

Last Amend: 4/5/2021

Status: 10/9/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 763, Statutes of 2021.

Location: 10/9/2021-S. CHAPTERED

Summary: The Ralph M. Brown Act requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Current law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. If a local agency determines it to be technologically infeasible to send a copy of the documents or a link to a website that contains the documents by email or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of a

other documents constituting the agenda packet, as specified.

Position

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

Current Text: Chaptered: 7/1/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Last Amend: 6/9/2022

Status: 7/1/2022-Approved by the Governor. Chaptered by Secretary of State. Chapter 89, Statutes of 2022.

Location: 7/1/2022-S. CHAPTERED

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: Chaptered: 8/22/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/6/2022

Status: 8/22/2022-Approved by the Governor. Chaptered by Secretary of State. Chapter 171, Statutes of 2022.

Location: 8/22/2022-S. CHAPTERED

Summary: 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 or their designee to remove, or cause the removal of, 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. The bill would authorize the presiding member or their designee to then remove the individual if the individual does not promptly cease their disruptive behavior. The bill would define "disrupting" for this purpose.

Position

Climate Change

AB 39 (Chau D) California-China Climate Institute.

Current Text: Chaptered: 9/23/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 9/1/2021

Status: 9/23/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 227, Statutes of 2021.

Location: 9/23/2021-A. CHAPTERED

Summary: Would, subject to the availability of private funds, authorize the Regents of the University of California to establish the California-China Climate Institute, as specified, and in partnership with the Institute of Climate Change and Sustainable Development at Tsinghua University and other entities and institutions in China and California. The bill would require the institute to foster collaboration to inform and shape climate policy and advance the goals of the Paris Agreement,

advance joint policy research on major climate issues, support high-level dialogue on specific climate issues, and provide training to specified entities to advance climate and environmental policies. The bill would require the institute to work closely with University of California campuses, departments, and leaders, and would authorize the institute to receive guidance and support from experts and state entities.

Position

Watch

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

Current Text: Enrolled: 9/2/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 8/25/2022

Status: 8/31/2022-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 73. Noes 0.).

Location: 8/31/2022-A. ENROLLMENT

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, including a sustainable fuels target for the aviation sector of at least 20% by 2030. Contingent upon an appropriation, the bill would require the state board, on or before July 1, 2024, to commence implementation of the plan to achieve these goals.

Position

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

Current Text: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 8/26/2021

Status: 8/30/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 8/30/2022-A. ENROLLED

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. Current 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. The bill would require the agency to also coordinate with the Office of Planning and Research and identify, among other things, vulnerabilities to climate change for vulnerable communities, an operational definition of "climate resilience" for each sector and for vulnerable communities, special protections of vulnerable communities and industries that are disproportionately impacted by climate change, opportunities to improve policy and budget coordination across jurisdictions, and timetables and specific metrics to measure and evaluate the state's progress in implementing the plan.

Position

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

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

Introduced: 1/18/2022

Last Amend: 8/8/2022

Status: 9/9/2022-Approved by the Governor. Chaptered by Secretary of State. Chapter 266, Statutes of 2022.

Location: 9/9/2022-S. CHAPTERED

Summary: Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including projects that enable communities to adapt to the impacts of climate change. Current law also requires the legislative body to establish a public financing authority, defined as the governing board of the enhanced infrastructure financing district, prior to the adoption of a resolution to form an enhanced infrastructure district and adopt an infrastructure financing plan. This bill 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, except as specified. 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.

Position

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

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

Introduced: 1/24/2022

Last Amend: 8/15/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 3:30 p.m.

Location: 9/6/2022-S. ENROLLED

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, and receiving approval for, a local coastal program, as defined, to the California Coastal Commission or submitting, and receiving approval for, a subregional San Francisco Bay shoreline resiliency plan to the San Francisco Bay Conservation and Development Commission, as applicable, on or before January 1, 2033. By imposing additional requirements on local governments, the bill would impose a state-mandated local program.

Position

Economic Development

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

Current Text: Enrollment: 8/29/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 5/19/2022

Status: 8/29/2022-Enrolled and presented to the Governor at 3:30 p.m.

Location: 8/29/2022-A. ENROLLED

Summary: Current law establishes a Disability Access and Education Revolving Fund, a continuously appropriated fund, within the Division of the State Architect for purposes of increasing disability access and compliance with construction-related accessibility requirements and developing educational resources for businesses to facilitate compliance with federal and state disability laws, as specified. 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.

Position

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

Current Text: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/15/2022

Status: 8/30/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 8/30/2022-A. ENROLLED

Summary: 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 decision making, as specified, and sets forth the specifics of the team's composition and duties. Current law requires the program to provide financial

support to establish and support high road transition collaboratives, as specified, and sets forth requirements for the program and collaboratives. Current law provides planning grants to establish and support at least one collaborative per region in areas that have had disproportionate impacts due to COVID-19 and requires that implementation grants be awarded on a rolling and competitive basis to fund economic recovery, as specified. Current law requires the Labor and Workforce Development Agency, working with the Office of Planning and Research, and the Governor's Office of Business and Economic Development to manage the design and operation of the program solicitation and award processes. Current law also sets forth outcome and reporting requirements for program grantees. This bill would, among other things, require the Inter-Agency Leadership Team to include policies for grant funds to fund business and workforce investments in multiple sectors, and connect, in each of those sectors, to any existing or emerging high road training partnerships, state and federal recognized apprenticeship and preapprenticeship programs, and high road construction career training programs, in addition to other workforce programs that support career pathways to high road jobs, require collaboratives to engage local and regional planning efforts, and require the Workforce Services Branch to make available copies of the reports on the internet websites of each agency of the Inter-Agency Leadership Team within 30 days of submitting the reports.

Position

[AB 2681](#) **(Bloom D) The California Concert and Festival Crowd Safety Act.**

Current Text: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/15/2022

Status: 8/30/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 8/30/2022-A. ENROLLED

Summary: Existing law requires a state agency that seeks to hold an event with an expected attendance level over a specified amount on property that is either owned or operated by a state agency to, prior to the event, conduct a threat assessment that addresses specified topics. Existing law also requires that if the state agency determines, based on the facts presented to it in the assessment, that there is a strong probability that loss of life or harm to the participants could occur, then the state agency must require the promoter to prepare an event action plan that includes specified information. Existing law requires the state agency to approve the event action plan before the promoter may hold the event. Existing law authorizes the state agency to charge the promoter a fee that does not exceed the reasonable costs to the state agency to prepare the threat assessment or to review the event action plan. This bill would establish minimum crowd safety standards for large outdoor events, would require a local authority, as defined, to adopt those standards, and would require a promoter to develop an event operations plan before receiving a permit to host a large outdoor event. The bill would authorize a local authority to charge a promoter a reasonable fee for the cost of the review and approval of the plan. The bill would authorize a local authority to issue a permit for a large outdoor event, as defined, upon a promoter's satisfactory completion of the plan and would specify that the bill does not prevent a local authority from adopting additional requirements for large outdoor events. By imposing these requirements on local government, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

Position

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

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

Introduced: 2/16/2021

Last Amend: 8/15/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 3:30 p.m.

Location: 9/6/2022-S. ENROLLED

Summary: Current law authorizes the State Board of Equalization to extend, for good cause, the time not to exceed one month, for a taxpayer to submit any report or pay any tax required to be paid under provisions of the Alcoholic Beverage Tax Law. In the case of a disaster, as defined, existing law authorizes the board to extend the time for making any report or return or paying any tax required under the Alcoholic Beverage Tax Law by up to 3 months. That 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 provision of the Alcoholic Beverage Tax Law for any person in an area identified in a state of emergency proclamation issued by the Governor.

Position

[SB 109](#) (Dodd D) Department of Forestry and Fire Protection: Office of Wildfire Technology Research and Development.

Current Text: Chaptered: 9/23/2021 [html](#) [pdf](#)

Introduced: 1/6/2021

Last Amend: 8/30/2021

Status: 9/23/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 239, Statutes of 2021.

Location: 9/23/2021-S. CHAPTERED

Summary: Current law requires the Office of Emergency Services and the Department of Forestry and Fire Protection to jointly establish and lead the Wildfire Forecast and Threat Intelligence Integration Center, and sets forth the functions and duties of the center, including serving as the state's integrated central organizing hub for wildfire forecasting. This bill would, until January 1, 2029, also establish the Office of Wildfire Technology Research and Development within the Department of Forestry and Fire Protection under the direct control of the Director of the department. The bill would make the office responsible for studying, testing, and advising regarding procurement of emerging technologies and tools in order to more effectively prevent and suppress wildfires throughout the state, through specified activities, as provided.

Position

[SB 336](#) (Ochoa Bogh R) Public health: COVID-19.

Current Text: Chaptered: 10/4/2021 [html](#) [pdf](#)

Introduced: 2/8/2021

Last Amend: 9/2/2021

Status: 10/4/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 487, Statutes of 2021.

Location: 10/4/2021-S. CHAPTERED

Summary: Would require, when the State Department of Public Health issues a statewide order or mandatory guidance, or when a local health officer issues an order, related to preventing the spread of COVID-19, as defined, or protecting public health against a threat of COVID-19, that they publish on their internet website the order or guidance and the date that the order or guidance takes effect. The bill would also require the department or local health officer to create an opportunity for local communities, businesses, nonprofit organizations, individuals, and others to sign up for an email distribution list relative to changes to the order or guidance.

Position

Employee Relations

[AB 654](#) (Reyes D) COVID-19: exposure: notification.

Current Text: Chaptered: 10/6/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 9/1/2021

Status: 10/5/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 522, Statutes of 2021.

Location: 10/5/2021-A. CHAPTERED

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 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 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 add the delivery of renewable natural gas to the list of utilities that the division's prohibitions are not allowed to materially interrupt.

Position

[AB 1949](#) (Low D) Employees: bereavement leave.

Current Text: Enrolled: 9/1/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 8/16/2022

Status: 8/30/2022-Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/30/2022-A. ENROLLMENT

Summary: Would make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined. The bill would require that leave be completed within 3 months of the date of death. The bill would require that leave be taken pursuant to any existing bereavement leave policy of the employer. Under the bill, in the absence of an existing policy, the bereavement leave may be unpaid. However, the bill would authorize an employee to use certain other leave balances otherwise available to the employee, including accrued and available paid sick leave.

Position

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

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

Introduced: 2/18/2022

Last Amend: 8/25/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/9/2022-A. ENROLLED

Summary: (1)Existing law, 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. This bill would extend those provisions until January 1, 2024. By expanding the scope of a crime, this bill imposes a state-mandated local program. This bill contains other related provisions and other existing laws.

Position

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

Current Text: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 8/15/2022

Status: 8/30/2022-Enrolled and presented to the Governor at 3 p.m.

Location: 8/30/2022-S. ENROLLED

Summary: Would prohibit an employer, in the event of an emergency condition, as defined, from taking or threatening adverse action against any employee for refusing to report to, or leaving, a workplace or worksite within the affected area because the employee has a reasonable belief that the workplace or worksite is 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 emergency condition requiring the employee to leave or refuse to report to the workplace or worksite, as specified. The bill would clarify that these provisions are not intended to apply when emergency conditions that pose an imminent and ongoing risk of harm to the workplace, the worksite, the worker, or the worker's home have ceased.

Position

Energy

AB 33 (Ting D) Energy Conservation Assistance Act of 1979: energy storage systems and electric vehicle charging infrastructure: Native American tribes.

Current Text: Chaptered: 9/23/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 7/15/2021

Status: 9/23/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 226, Statutes of 2021.

Location: 9/23/2021-A. CHAPTERED

Summary: The Energy Conservation Assistance Act of 1979 authorizes a school, hospital, public care institution, or unit of local government to submit an application to the Energy Commission for an allocation for the purpose of financing all or a portion of the costs incurred in implementing a project, which includes an energy audit, energy conservation and operating procedure, or energy conservation measure in an existing or planned building or facility, an energy conservation project, or a technical

assistance program. Current law requires the Energy Commission to approve only those applications for projects that will recover costs through savings in the cost of energy to the eligible institution during the repayment period of the allocation. Current law creates the State Energy Conservation Assistance Account, which is continuously appropriated to the Energy Commission for purposes of the act. This bill would require the Energy Commission, in administering the account, to provide grants and loans to local governments and public institutions to maximize energy use savings, expand installation of energy storage systems, and expand the availability of electric vehicle charging infrastructure, including technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency, energy storage, and electric vehicle charging infrastructure measures and programs in existing and planned buildings or facilities.

Position
Watch

SB 27

(Skinner D) Carbon sequestration: state goals: natural and working lands: registry of projects.

Current Text: Chaptered: 9/23/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/30/2021

Status: 9/23/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 237, Statutes of 2021.

Location: 9/23/2021-S. CHAPTERED

Summary: Would require, no later than July 1, 2023, the Natural Resources Agency, in coordination with the California Environmental Protection Agency, the State Air Resources Board, the Department of Food and Agriculture, and other relevant state agencies, to establish the Natural and Working Lands Climate Smart Strategy and, in developing the strategy, to create a framework to advance the state's climate goals. The bill would require the state board, as part of its scoping plan, to establish specified carbon dioxide removal targets for 2030 and beyond.

Position
Watch

SB 68

(Becker D) Building electrification and electric vehicle charging.

Current Text: Chaptered: 10/8/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 9/7/2021

Status: 10/8/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 720, Statutes of 2021.

Location: 10/8/2021-S. CHAPTERED

Summary: Would require the Energy Commission to gather or develop, and publish on its internet website, guidance and best practices to help building owners, the construction industry, and local governments overcome barriers to electrification of buildings and installation of electric vehicle charging equipment.

Position
Watch

Environmental Services

AB 1749

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

Current Text: Enrolled: 9/1/2022 [html](#) [pdf](#)

Introduced: 2/1/2022

Last Amend: 8/25/2022

Status: 8/30/2022-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/30/2022-A. ENROLLMENT

Summary: Current law requires the State Air Resources Board to prepare, and to update at least once every 5 years, a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. Current law requires the state board to include in the statewide strategy, among other components, an assessment and identification of communities with high cumulative exposure burdens for toxic air contaminants and criteria air pollutants, prioritizing disadvantaged communities and sensitive receptor locations based on specified factors. Current law requires the state 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 additionally identify in each statewide strategy update measures to reduce criteria air pollutants and toxic air contaminants. The bill would authorize an air district that is required to adopt a community emissions reduction program to take up to one additional year to adopt the program, if the state board and a majority of the persons who are designated by the district to participate in the development and adoption of the program agree.

Position

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

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

Introduced: 2/16/2022

Last Amend: 8/24/2022

Status: 9/9/2022-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2022.

Location: 9/9/2022-A. CHAPTERED

Summary: Would require the California Environmental Protection Agency, by January 1, 2025, 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 agency, in coordination with the ICARP, the State Department of Public Health, and the Department of Insurance, to periodically review and update the extreme heat ranking system, as appropriate.

Position

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

Current Text: Chaptered: 8/26/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 6/21/2022

Status: 8/26/2022-Approved by the Governor. Chaptered by Secretary of State - Chapter 186, Statutes of 2022.

Location: 8/26/2022-A. CHAPTERED

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

Position

SB 45 (Portantino D) Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.

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

Introduced: 12/7/2020

Last Amend: 8/15/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 3:30 p.m.

Location: 9/6/2022-S. ENROLLED

Summary: Current law requires that the methane emissions reduction goals include a 50% reduction in the level of statewide disposal of organic waste from the 2014 level by 2020 and a 75% reduction in the level of statewide disposal of organic waste from the 2014 level by 2025. Current law requires the Department of Resources Recycling and Recovery, in consultation with the State 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. Current law authorizes the department, if it determines that significant progress has not been made toward achieving the organic waste reduction goals established by the state board, to include incentives or

additional requirements in its regulations to facilitate progress towards achieving the goals. This bill would require the department, in consultation with the state board, to assist local jurisdictions in complying with these provisions, including any regulations adopted by the department.

Position

Watch

SB 54

(Allen D) Solid waste: reporting, packaging, and plastic food service ware.

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

Introduced: 12/7/2020

Last Amend: 6/26/2022

Status: 6/30/2022-Approved by the Governor. Chaptered by Secretary of State - Chapter 75, Statutes of 2022.

Location: 6/30/2022-S. CHAPTERED

Summary: The California Integrated Waste Management Act of 1989, administered by the Department of Resources Recycling and Recovery, generally regulates the disposal, management, and recycling of solid waste. The act requires disposal facility operators to submit information to the department on the disposal tonnages that are disposed of at the disposal facility, and requires solid waste handlers and transfer station operators to provide information to disposal facility operators for purposes of that requirement. The act requires recycling and composting operations and facilities to submit periodic information to the department on the types and quantities of materials that are disposed of, sold, or transferred to other recycling or composting facilities or specified entities. This bill would provide that these reporting requirements do not apply to materials that are used by facilities defined as end users pursuant to the regulations adopted by the department or that are otherwise exempt pursuant to those regulations.

Position

Watch

SB 708

(Melendez R) Water shortage emergencies: declarations: deenergization events.

Current Text: Chaptered: 7/9/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 4/19/2021

Status: 7/9/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 68, Statutes of 2021.

Location: 7/9/2021-S. CHAPTERED

Summary: Would authorize the governing body of a public water supplier to declare a water shortage emergency condition without holding a public hearing in the event of a deenergization event, as defined..

Position

SB 989

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

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

Introduced: 2/14/2022

Last Amend: 8/15/2022

Status: 8/31/2022-Read third time. Urgency clause adopted. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Urgency clause adopted. Assembly amendments concurred in. (Ayes 35. Noes 0.) Ordered to engrossing and enrolling. (Enrolled Text Released 9/9/2022)

Location: 8/31/2022-S. ENROLLMENT

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

the property. The bill would defer those property taxes until the county assessor has reassessed the property and a corrected tax bill has been prepared and sent to the property owner or the county assessor has determined the property is not eligible for the property tax relief.

Position

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

Current Text: Chaptered: 9/2/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 8/11/2022

Status: 9/2/2022-Approved by the Governor. Chaptered by Secretary of State. Chapter 243, Statutes of 2022.

Location: 9/2/2022-S. CHAPTERED

Summary: Current law authorizes the Director of General Services to use the progressive design-build procurement process for the construction of up to 3 capital outlay projects, as jointly determined by the Department of General Services and the Department of Finance, and prescribes that process. Current law defines "progressive design-build" as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications based selection at the earliest feasible stage of the project. Current law, pursuant to the process, after selection of a design-build entity, authorizes the Department of General Services to contract for design and preconstruction services sufficient to establish a guaranteed maximum price, as defined. Current law authorizes the department, upon agreement on a guaranteed maximum price, to amend the contract in its sole discretion, as specified. Current law requires specified information to be verified under penalty of perjury. This bill, until January 1, 2029, 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 up to 15 public works projects in excess of \$5,000,000 for each project, similar to the progressive design-build process authorized for use by the Director of General Services.

Position

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

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

Introduced: 2/15/2022

Last Amend: 8/23/2022

Status: 8/31/2022-Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 29. Noes 6.) Ordered to engrossing and enrolling. (Enrolled Text Released 9/9/2022)

Location: 8/31/2022-S. ENROLLMENT

Summary: Would require the Ocean Protection Council, in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program, within 12 months of receiving specified requests from local jurisdictions to do so, 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 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 complete 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 1144 (Wiener D) Water efficiency and quality assessment reports: state buildings and public school buildings.

Current Text: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 8/15/2022

Status: 8/30/2022-Enrolled and presented to the Governor at 3 p.m.

Location: 8/30/2022-S. ENROLLED

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, current 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 an

plumbing in a facility providing water for human consumption, except as provided. This bill would require, no later than January 1, 2027, 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, including a charter 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 dedicated funding for this purpose.

Position

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

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

Introduced: 2/17/2022

Last Amend: 8/23/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 3 p.m.

Location: 9/9/2022-S. ENROLLED

Summary: Would authorize a city, county, or city and county to require, by ordinance or resolution, that public restrooms constructed within its jurisdiction be designed to serve all genders, as specified, instead of complying with the plumbing standards set forth in the California Building Standards Code. This authority will become inoperative and be repealed on the date that standards that address all gender multiuser facilities take effect in the California Building Standards Code.

Position

Finance/Tax

SB 219 (McGuire D) Property taxation: delinquent penalties and costs: cancellation: public health orders

Current Text: Chaptered: 7/23/2021 [html](#) [pdf](#)

Introduced: 1/13/2021

Status: 7/23/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 131, Statutes of 2021.

Location: 7/23/2021-S. CHAPTERED

Summary: Current property tax law requires the county tax collector to collect all property taxes and 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. This bill would authorize the auditor or the tax collector to cancel any penalty, costs, or other charges resulting from tax delinquency upon a finding that failure to make a timely payment is due to a documented hardship, as determined by the tax collector, arising from a shelter-in-place order, as defined, if the principal payment for the proper amount of tax due is paid no later than June 30 of the fiscal year in which the payment first became delinquent. By increasing the duties of local agencies, this bill would impose a state-mandated local program.

Position

SB 303 (Borgeas R) Property taxation: transfer of base year value: disaster relief.

Current Text: Chaptered: 10/5/2021 [html](#) [pdf](#)

Introduced: 2/3/2021

Last Amend: 8/30/2021

Status: 10/5/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 540, Statutes of 2021.

Location: 10/5/2021-S. CHAPTERED

Summary: Current property tax law provides, pursuant to a requirement of the California Constitution that the property tax base year value of real property that is substantially damaged or destroyed by a disaster, as declared by the Governor, may be transferred to a comparable property located within the same county that is acquired or newly constructed within 5 years after the disaster as a replacement property. This bill would extend the 5-year time period described above by 2 years if the last day to transfer the base year value of the substantially damaged or destroyed property was on or after March 4, 2020, but on or before the COVID-19 emergency termination date, as , or March 4, 2022, whichever occurs sooner. The bill would also extend the 5-year time period described above by 2 years if the property was substantially damaged or destroyed on or after March 4, 2020, but on or before the COVID-19 emergency termination date or March 4, 2022, whichever occurs sooner. The bill would make these provisions applicable to the determination of base year values for the 2015-16 fiscal year and fiscal years thereafter.

Housing

[AB 68](#)**(Quirk-Silva D) Department of Housing and Community Development: California Statewide Housing Plan: annual reports.****Current Text:** Chaptered: 9/29/2021 [html](#) [pdf](#)**Introduced:** 12/7/2020**Last Amend:** 8/26/2021**Status:** 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 341, Statutes of 2021.**Location:** 9/28/2021-A. CHAPTERED

Summary: Current law establishes the California Statewide Housing Plan, which serves as a state housing plan for all relevant purposes, that incorporates a statement of housing goals, policies, and objectives, as well as specified segments. Current law requires the Department of Housing and Community Development to update and provide a revision of the plan to the Legislature every 4 years as provided. This bill would revise and recast those provisions related to the California Statewide Housing Plan. The bill would, starting with any update or revision to the plan on or after January 1, 2023, require the plan to include specified information, including, among other things, the number of affordable units needed to meet the state's affordable housing needs and recommendations for modernizing statutory and regulatory terminology. The bill would require the department to publish and make the plan available to the public on the department's internet website.

Position

Watch

[AB 215](#)**(Chiu D) Planning and Zoning Law: housing element: violations.****Current Text:** Chaptered: 9/29/2021 [html](#) [pdf](#)**Introduced:** 1/11/2021**Last Amend:** 8/30/2021**Status:** 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 342, Statutes of 2021.**Location:** 9/28/2021-A. CHAPTERED

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. That law requires a planning agency, before adopting its housing element or amendment to its housing element, to submit a draft element or draft amendment to the Department of Housing and Community Development. This bill would require a local government to make the first draft revision of a housing element available for public comment for at least 30 days and, if any comments are received, take at least 10 additional business days to consider and incorporate public comments into the draft revision before submitting it to the department. The bill would require a local government to post any subsequent draft revision on its internet website and to email a link to the draft revision to individuals and organizations that have requested notices relating to the local government's housing element, as specified.

Position

Oppose

[AB 571](#)**(Mayes I) Planning and zoning: density bonuses: affordable housing.****Current Text:** Chaptered: 9/29/2021 [html](#) [pdf](#)**Introduced:** 2/11/2021**Last Amend:** 9/2/2021**Status:** 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 346, Statutes of 2021.**Location:** 9/28/2021-A. CHAPTERED

Summary: The Density Bonus Law requires a city or county to provide a developer that proposes a housing development in the city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's affordable units.

Position

AB 634 (Carrillo D) Density Bonus Law: affordability restrictions.

Current Text: Chaptered: 9/29/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 8/31/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 348, Statutes of 2021.

Location: 9/28/2021-A. CHAPTERED

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 prescribes an application process for a city or county to follow in this regard. Current law specifies that, if permitted by local ordinance, that law is not to be construed to prohibit a city, county, or city and county from granting a density bonus greater than what is described in these provisions for a development that meets specified requirements or from granting a proportionately lower density bonus than what is required for developments that do not meet these requirements. This bill would also provide that, if permitted by local ordinance, the Density Bonus Law is not to be construed to prohibit a city, county, or city and county from requiring an affordability period that is longer than 55 years for any units that qualified the applicant for the award for the density bonus developed in compliance with a local ordinance that requires, as a condition of development of residential units, that a development include a certain percentage of units that are affordable to, and occupied by low-income, lower income, very low income, or extremely low income households and that will be financed without low-income housing tax credits.

Position

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

Current Text: Enrollment: 9/7/2022 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 8/24/2022

Status: 9/7/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/7/2022-A. ENROLLED

Summary: The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, 10% of the total units of a housing development for rental or sale to lower income households, as defined; or 5% of the total units for rental or sale to very low income households, as defined; a senior citizen housing development, as defined, or a mobilehome park that limits residency based on age requirements, as specified; or 100% of all units in the development for lower income households, as defined, subject to certain exceptions, and meets other requirements. This bill would provide that a housing development eligible for a density bonus be provide under these provisions includes a shared housing building, as defined, that will contain 10% of the total units for lower income households; contain or 5% of the total units for very low income households; is a senior housing development; or in which 100% of all the units are for lower income households, as described above. The bill would prohibit the city, county, or city and county from requiring any minimum unit size requirements or minimum bedroom requirements in conflict with the bill's provisions with respect to a shared housing building eligible for a density bonus under these provisions.

Position

AB 687 (Seyarto R) Joint powers authorities: Riverside County Housing Finance Trust.

Current Text: Chaptered: 7/23/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Status: 7/23/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 120, Statutes of 2021.

Location: 7/23/2021-A. CHAPTERED

Summary: Would authorize the creation of the Western Riverside 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 Riverside as specified.

Position

Support

Attachment: 02a - LCMC - 09202022 - Legislative Tracking Bill Report (Legislative Tracking Report)

[AB 721](#)

(Bloom D) Covenants and restrictions: affordable housing.

Current Text: Chaptered: 9/29/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 8/16/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 349, Statutes of 2021.

Location: 9/28/2021-A. CHAPTERED

Summary: Would make any recorded covenants, conditions, restrictions, or limits on the use of private or publicly owned land contained in any deed, contract, security instrument, or other instrument affecting the transfer or sale that restricts the number, size, or location of the residences that may be built on the property, or that restricts the number of persons or families who may reside on the property, unenforceable against the owner of an affordable housing development, as defined, if an approved restrictive covenant affordable housing modification document has been recorded in the public record, as provided, unless a specified exception applies.

Position

[AB 787](#)

(Gabriel D) Planning and zoning: housing element: converted affordable housing units.

Current Text: Chaptered: 9/29/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 8/31/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 350, Statutes of 2021.

Location: 9/28/2021-A. CHAPTERED

Summary: Current law requires the planning agency of a city or county to provide an annual report that includes specified information by April 1 of each year to specified entities, including the Department of Housing and Community Development. Among other things, existing law requires that this report include the progress in meeting the city's or county's 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 authorize a planning agency to include in its annual report, for up to 25% of a jurisdiction's moderate-income regional housing need allocation, the number of units in an existing multifamily building that were converted to deed-restricted rental housing for moderate-income households by the imposition of affordability covenants and restrictions for the unit, as specified.

Position

[AB 816](#)

(Chiu D) Homelessness: Housing Trust Fund: housing projects.

Current Text: Chaptered: 9/29/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 7/16/2021

Status: 9/29/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 396, Statutes of 2021.

Location: 9/29/2021-A. CHAPTERED

Summary: Current federal law requires the Secretary of the United States Department of Housing and Urban Development to establish a Housing Trust Fund to provide grants to states to increase the supply of rental housing for extremely low and very low income families, including homeless families, and home ownership for extremely low and very low income families. Current law requires the department to collaborate with the California Housing Finance Agency to develop an allocation plan to demonstrate how the funds will be distributed, based on the priority housing needs identified in the state's consolidated plan, and to convene a stakeholder process to inform the development of the plan. Current law requires the allocation plan and program guidelines to prioritize projects based on enumerated factors such as the extent to which project rents are affordable. The department is required to submit this plan to the Assembly Committee on Housing and Community Development and the Senate Transportation and Housing Committees 30 days after receipt of the federal funds. This bill would require the department to prioritize funding for projects that serve people experiencing homelessness, to the extent that a sufficient number of projects exist.

Position

[AB 916](#)

(Salas D) Zoning: bedroom addition.

Current Text: Enrollment: 9/7/2022 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 8/22/2022

Status: 9/7/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/7/2022-A. ENROLLED

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

Position
Oppose

AB 1029 (Mullin D) Housing elements: prohousing local policies.

Current Text: Chaptered: 9/29/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 7/9/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 353, Statutes of 2021.

Location: 9/28/2021-A. CHAPTERED

Summary: Would add the preservation of affordable housing units through the extension of existing project-based rental assistance covenants to avoid the displacement of affected tenants and a reduction in available affordable housing units to the list of specified prohousing local policies.

Position

AB 1174 (Grayson D) Planning and zoning: housing: development application modifications, approvals, and subsequent permits.

Current Text: Chaptered: 9/16/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 8/23/2021

Status: 9/16/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 160, Statutes of 2021.

Location: 9/16/2021-A. CHAPTERED

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, including, that the development and the site on which it is located satisfy specified location, urbanization, and zoning requirements. Current law provides that a development approved pursuant to the streamlined, ministerial approval process is valid indefinitely if specified requirements are met, and otherwise is valid, except as provided, for 3 years from the date of the final action establishing that approval and remains valid thereafter for a project so long as vertical construction of the development has begun and is in progress. Current law authorizes a development proponent to request a modification to a development that has been approved under the streamlined, ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. Current law defines "affordable rent" for purposes of this streamlined, ministerial approval process. This bill would clarify the requirements that must be met for an approved development to be valid indefinitely.

Position

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

Current Text: Enrolled: 9/1/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 8/22/2022

Status: 8/30/2022-Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/30/2022-A. ENROLLMENT

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.

Position

[AB 1304](#) (Santiago D) Affirmatively further fair housing: housing element: inventory of land.

Current Text: Chaptered: 9/29/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 9/3/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 357, Statutes of 2021.

Location: 9/28/2021-A. CHAPTERED

Summary: Current law requires a public agency, as defined, to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and to not take any action that is materially inconsistent with this obligation. This bill would clarify that a local agency has a mandatory duty to comply with the obligation described above. The bill would specify that this provision is a clarification of current law and not to be deemed a change in previous law.

Position

[AB 1398](#) (Bloom D) Planning and zoning: housing element: rezoning of sites: prohousing local policies.

Current Text: Chaptered: 9/29/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 9/3/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 358, Statutes of 2021.

Location: 9/28/2021-A. CHAPTERED

Summary: The Planning and Zoning Law, requires a 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 things, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, current law requires that the local government rezone sites within specified time periods. If the local government fails to adopt a housing element within 120 days of the applicable statutory deadline, existing law requires that the local government (A) complete this rezoning no later than 3 years and 120 days from the statutory deadline for the adoption of the housing element and (B) revise its housing element every 4 years until the local government has adopted at least 2 consecutive revisions by the statutory deadline. This bill would require a local government that fails to adopt a housing element that the Department of Housing and Community Development has found to be in substantial compliance with state law within 120 days of the statutory deadline to complete this rezoning no later than one year from the statutory deadline for the adoption of the housing element.

Position

[AB 1445](#) (Levine D) Planning and zoning: regional housing need allocation: climate change impacts.

Current Text: Enrollment: 9/7/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 8/24/2022

Status: 9/7/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/7/2022-A. ENROLLED

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 instead require a council of governments or a delegate subregion to consider including specified factors in developing the above-mentioned methodology.

Position

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

Current Text: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 1/13/2022

Status: 8/30/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 8/30/2022-A. ENROLLED

Summary: Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Previously 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 1584](#) (Committee on Housing and Community Development) Housing omnibus.

Current Text: Chaptered: 9/29/2021 [html](#) [pdf](#)

Introduced: 3/10/2021

Last Amend: 9/3/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 360, Statutes of 2021.

Location: 9/28/2021-A. CHAPTERED

Summary: The Planning and Zoning Law, authorizes a local agency to provide for the creation of accessory dwelling units in single-family and multifamily residential zones by ordinance, and sets forth standards the ordinance is required to impose with respect to certain matters, including, among others, maximum unit size, parking, and height standards. Current law authorizes a local agency to provide by ordinance for the creation of junior accessory dwelling units, as defined, in single-family residential zones and requires the ordinance to include, among other things, standards for the creation of a junior accessory dwelling unit, required deed restrictions, and occupancy requirements. This bill would make void and unenforceable any covenant, restriction, or condition contained in any deed, contract, security instrument, or other instrument affecting the transfer or sale of any interest in real property that either effectively prohibits or unreasonably restricts the construction or use of an accessory dwelling unit or junior accessory dwelling unit on a lot zoned for single-family residential use that meets the above-described minimum standards established for those units, but would permit reasonable restrictions that do not unreasonably increase the cost to construct, effectively prohibit the construction of, or extinguish the ability to otherwise construct, an accessory dwelling unit or junior accessory dwelling unit consistent with those aforementioned minimum standards provisions.

Position

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

Current Text: Enrolled: 9/1/2022 [html](#) [pdf](#)

Introduced: 1/25/2022

Last Amend: 8/24/2022

Status: 8/30/2022-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/30/2022-A. ENROLLMENT

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 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, as specified.

Position

Support

[AB 1719](#) (Ward D) Housing: Community College Faculty and Employee Housing Act of 2022.

Current Text: Enrolled: 9/1/2022 [html](#) [pdf](#)

Introduced: 1/27/2022

Last Amend: 4/18/2022

Status: 8/30/2022-Read third time. Passed. Ordered to the Assembly. (Ayes 29. Noes 9.). In Assembly Ordered to Engrossing and Enrolling.

Location: 8/30/2022-A. ENROLLMENT

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 2006 (Berman D) Regulatory agreements: compliance monitoring.

Current Text: Enrolled: 8/26/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 8/18/2022

Status: 8/31/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 8/24/2022-A. ENROLLED

Summary: Would, on or before July 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 multifamily rental 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 provide for an aligned process to obtain specified approvals.

Position

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

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

Introduced: 2/14/2022

Last Amend: 8/25/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/6/2022-A. ENROLLED

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

Position

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

Current Text: Enrolled: 9/1/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 8/24/2022

Status: 8/30/2022-Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/30/2022-A. ENROLLMENT

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 2179](#) (Grayson D) COVID-19 relief: tenancy.

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

Introduced: 2/15/2022

Last Amend: 3/28/2022

Status: 3/31/2022-Chaptered by Secretary of State - Chapter 13, Statutes of 2022.

Location: 3/31/2022-A. CHAPTERED

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. The act, among other things, requires that a notice that demands payment of COVID-19 rental debt served pursuant to specified law be modified, as provided. The act requires that a notice that demands payment of rent that came due during the transition time period, as defined, comply with certain requirements, including that the notice include certain text which varies depending on the date that the notice is served. This bill would require notices described above that are served on or after April 1, 2022, and before July 1, 2022, to include certain text.

Position

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

Current Text: Enrolled: 9/1/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 8/25/2022

Status: 8/30/2022-Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/30/2022-A. ENROLLMENT

Summary: Would require the Department of General Services (DGS) to develop, in consultation with the HCD, 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 update the digitized inventory created pursuant to E.O. N-06-19 of all excess state land, as defined, suitable for affordable housing identified by its review. The bill would require the DGS and the HCD to evaluate and update the 2 screening tools created pursuant to E.O. N-06-19.

Position

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

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

Introduced: 2/15/2022

Last Amend: 8/18/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/6/2022-A. ENROLLED

Summary: The Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low, or moderate-income households and projects for emergency shelters, that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings supported by a preponderance of the evidence in the record. The act authorizes a project applicant, a person who would be eligible to apply for residency in the housing development or emergency shelter, or a housing organization to bring a lawsuit to enforce its provisions. 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, as defined, in the jurisdiction, as specified, and to make those items available to all applicants for these permits no later than January 1 2024. The bill would define "local agency" for these purposes to mean a city, county, or city and county

Position

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

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

Introduced: 2/16/2022

Last Amend: 8/25/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/9/2022-A. ENROLLED

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

Position

Oppose

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

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

Introduced: 2/16/2022

Last Amend: 8/24/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/9/2022-A. ENROLLED

Summary: Existing 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). Existing 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. The bill, with regard to the enforcement of equity sharing agreements for for-sale units, would also permit the local government to defer to the recapture provisions of the public funding source. The bill would also make a technical change to the Density Bonus Law by deleting duplicative provisions relating to for-sale units subject to the above-described provisions. This bill contains other related provisions and other existing laws.

Position

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

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

Introduced: 2/16/2022

Last Amend: 8/25/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/9/2022-A. ENROLLED

Summary: (1)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. Existing 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. Existing 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. The bill would specify that emergency shelters for purposes of these provisions include other interim intervention, including, but not limited to, navigation centers, bridge housing, and respite or recuperative care. This bill contains other related provisions and other existing laws.

Position
Oppose

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

Current Text: Enrolled: 8/26/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 8/11/2022

Status: 8/31/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 8/24/2022-A. ENROLLED

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 20% of the project's units, or no more than 50% of the projects units if the project includes more than 100 units, for individuals that are either experiencing homelessness, as defined, 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: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 4/25/2022

Status: 8/30/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 8/30/2022-A. ENROLLED

Summary: Would require, by January 1, 2024, the Department of General Services 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 2780 (Arambula D) Dissolution of redevelopment agencies: enhanced infrastructure financing districts City of Selma.

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

Introduced: 2/18/2022

Last Amend: 8/22/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/9/2022-A. ENROLLED

Summary: 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, has paid in full the amount outstanding demanded by the county auditor-controller from the funds of the successor agency for subsequent distribution to taxing entities, as specified.

Position

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

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

Introduced: 12/7/2020

Last Amend: 8/25/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 3:30 p.m.

Location: 9/6/2022-S. ENROLLED

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all households pursuant to specified law, existing law requires the local government to rezone sites within specified time periods and that this rezoning accommodate 100% of the need

Attachment: 02a - LCMC - 09202022 - Legislative Tracking Bill Report (Legislative Tracking Report)

for housing for very low and low-income households on sites that will be zoned to permit owner-occupied and rental multifamily residential use by right for specified developments. This bill, the Middle Class Housing Act of 2022, would deem a housing development project, as defined, an allowable use on a parcel that is within a zone where office, retail, or parking are a principally permitted use, if specified conditions are met, including requirements relating to density, public notice, comment, hearing, or other procedures, site location and size, consistency with sustainable community strategy or alternative plans, prevailing wage, and a skilled and trained workforce.

Position
Watch

SB 7

(Atkins D) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.

Current Text: Chaptered: 5/20/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 2/18/2021

Status: 5/20/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 19, Statutes of 2021.

Location: 5/20/2021-S. CHAPTERED

Summary: Would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project.

Position
Support

SB 8

(Skinner D) Housing Crisis Act of 2019.

Current Text: Chaptered: 9/16/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/26/2021

Status: 9/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 161, Statutes of 2021.

Location: 9/16/2021-S. CHAPTERED

Summary: Would clarify, for various purposes of the Housing Crisis Act of 2019, that "housing development project" includes projects that involve no discretionary approvals, projects that involve both discretionary and nondiscretionary approvals, and projects that include a proposal to construct a single dwelling unit. The bill would specify that this clarification is declaratory of existing law, except that the clarification does not affect a project for which an application was submitted to the city, county, or city and county before January 1, 2022.

Position
Watch

SB 9

(Atkins D) Housing development: approvals.

Current Text: Chaptered: 9/16/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/16/2021

Status: 9/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 162, Statutes of 2021.

Location: 9/16/2021-S. CHAPTERED

Summary: The Planning and Zoning Law 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. This bill, among other things, would require a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or

historic property or district.

Position

Oppose Unless
Amended

SB 10

(Wiener D) Planning and zoning: housing development: density.

Current Text: Chaptered: 9/16/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 7/5/2021

Status: 9/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 163, Statutes of 2021.

Location: 9/16/2021-S. CHAPTERED

Summary: Would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area or an urban infill site, as those terms are defined. The bill would prohibit a local government from adopting an ordinance pursuant to these provisions on or after January 1, 2029. The bill would specify that an ordinance adopted under these provisions, and any resolution to amend the jurisdiction's General Plan, ordinance, or other local regulation adopted to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act. The bill would prohibit an ordinance adopted under these provisions from superceding a local restriction enacted or approved by a local initiative that designates publicly owned land as open-space land or for park or recreational purposes.

Position

Support If
Amended

SB 51

(Durazo D) Surplus residential property.

Current Text: Chaptered: 7/23/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 7/8/2021

Status: 7/23/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 130, Statutes of 2021.

Location: 7/23/2021-S. CHAPTERED

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency, as defined. This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals that seeks development proposals seeking development proposals for the property that includes a residential component of at least 100 residential units and 25% of the total units developed comply with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect.

Position

Watch

SB 60

(Glazer D) Residential short-term rental ordinances: health or safety infractions: maximum fines

Current Text: Chaptered: 9/24/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/23/2021

Status: 9/24/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 307, Statutes of 2021.

Location: 9/24/2021-S. CHAPTERED

Summary: Current law sets specific monetary limits on the fines that may be imposed by city or county authorities for any violation of local building and safety codes that is an infraction, as prescribed. Current law requires a city or county levying fines pursuant to these provisions to establish a process for granting a hardship waiver in certain cases. This bill would, notwithstanding those provisions and with certain exceptions, raise the maximum fines for violation of an ordinance relating to a residential short-term rental, as defined, that is an infraction and poses a threat to health or safety, to \$1,500 for a first violation, \$3,000 for a 2nd violation of the same ordinance within one year, and \$5,000 for each additional violation of the same ordinance within one year of the first violation. The bill would make these violations subject to the process for granting a hardship waiver.

Position

Watch

SB 91

(Committee on Budget and Fiscal Review) COVID-19 relief: tenancy: federal rental assistance.

Current Text: Chaptered: 1/29/2021 [html](#) [pdf](#)

Introduced: 12/16/2020

Last Amend: 1/25/2021

Status: 1/29/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 2, Statutes of 2021.

Location: 1/29/2021-S. CHAPTERED

Summary: Current law prohibits a landlord from interrupting or terminating utility service furnished to a tenant with the intent to terminate the occupancy of the tenant, and imposes specified penalties on a landlord who violates that prohibition. Current law, until February 1, 2021, imposes additional damages in an amount of at least \$1,000, but not more than \$2,500, on a landlord that violates that prohibition, if the tenant has provided a declaration of COVID-19 financial distress, as specified. This bill would extend the imposition of those additional damages from February 1, 2021, to July 1, 2021.

Position

SB 478

(Wiener D) Planning and Zoning Law: housing development projects.

Current Text: Chaptered: 9/28/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 9/2/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 363, Statutes of 2021.

Location: 9/28/2021-S. CHAPTERED

Summary: The Planning and Zoning Law requires the Department of Housing and Community Development to notify the city, county, or city and county, and authorizes the department to notify the Attorney General, that the city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. This bill would prohibit a local agency, as defined, from imposing a floor area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units.

Position

SB 490

(Caballero D) The Buy American Food Act: public institutions: purchase of nondomestic agricultural food products.

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

Introduced: 2/17/2021

Last Amend: 8/25/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 3 p.m.

Location: 9/9/2022-S. ENROLLED

Summary: Would enact the Buy American Food Act to require public institutions, as defined, that receive federal meal reimbursement funding to provide prepared meals and that solicit bids for the purchase of agricultural food products, as defined, to include in their solicitation for bids and contracts that only the purchase of agricultural food products grown, packed, or processed domestically is authorized, unless the bid or price of the nondomestic agricultural food product is more than 25% lower than the bid or price of the domestic agricultural food product, the quality of the domestic agricultural food product is inferior to the quality of the agricultural food product grown, packed, or produced nondomestically, or the agricultural food product is not produced or manufactured domestically in sufficient and reasonably available quantities of a satisfactory quality to meet the needs of the public institution. The bill would exempt local educational agencies with annual federal meal reimbursement funding of less than \$1,000,000 from these provisions. The bill would require the public institution to retain documentation relating to the purchase of agricultural food products for 3 years and to make that documentation available to the public upon request. The bill would provide that the bill's provisions neither limit nor expand California's obligations under the Agreement on Government Procurement of the World Trade Organization. The bill would provide that these provisions do not apply to the Child and Adult Care Food Program, the Summer Food Service Program, the Department of Corrections and Rehabilitation, or to agricultural food products purchased by or provided to a public institution through the United States Department of Agriculture.

Position

Support

SB 679

(Kamlager D) Los Angeles County: affordable housing.

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

Introduced: 2/19/2021

Last Amend: 8/15/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 3 p.m.

Location: 9/9/2022-S. ENROLLED

Summary: The San Francisco Bay Area Regional Housing Finance Act establishes the Bay Area Housing Finance Authority to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area, as defined, and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. 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. The bill would require a board composed of 21 voting members and one nonvoting member from Los Angeles County, as specified, to govern the agency.

Position

SB 728 (Hertzberg D) Density Bonus Law: purchase of density bonus units by nonprofit housing organizations.

Current Text: Chaptered: 9/28/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 9/2/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 365, Statutes of 2021.

Location: 9/28/2021-S. CHAPTERED

Summary: Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income or, lower, or very low income households and meets other requirements. Current law requires the developer and the city or county to ensure that the initial occupant of a for-sale unit that qualified the developer for the award of the density bonus is a person or family of very low, low, or moderate income. This bill instead, would require the developer and the city or county to ensure that (1) a for-sale unit that qualified the developer for the award of the density bonus is initially occupied by a person or family of the required income, offered at an affordable housing cost, as defined, and includes an equity sharing agreement, as specified, or (2) a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, as specified, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property.

Position

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

Current Text: Enrolled: 9/8/2022 [html](#) [pdf](#)

Introduced: 2/1/2022

Last Amend: 8/25/2022

Status: 8/31/2022-Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 23. Noes 11.) Ordered to engrossing and enrolling.

Location: 8/31/2022-S. ENROLLMENT

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

Position

SB 914 (Rubio D) HELP Act.

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

Introduced: 2/2/2022

Last Amend: 8/15/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 3:30 p.m.

Location: 9/6/2022-S. ENROLLED

Summary: Would require cities, counties, and continuums of care receiving state funding to address homelessness, on or after January 1, 2024, to include families, people fleeing or attempting to flee domestic violence, and unaccompanied women within the vulnerable populations for whom specific system supports are developed to maintain homeless services and housing delivery. 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, consistent with authorized program uses and limitations, to be used to support the development and the maintenance of comparable databases, as specified.

Position

SB 948

(Becker D) Housing finance programs: development reserves.

Current Text: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Last Amend: 8/15/2022

Status: 8/30/2022-Enrolled and presented to the Governor at 3 p.m.

Location: 8/30/2022-S. ENROLLED

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. Current 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 establishing and maintaining a pooled transition reserve, as defined. This bill would prescribe the sources from which the fund may receive moneys, and would make a transfer of \$5,000,000 to the Pooled Transition Reserve Fund from the Housing Rehabilitation Loan Fund.

Position

SB 959

(Portantino D) Surplus residential property: use of funds: priorities and procedures: City of Pasadena.

Current Text: Enrolled: 9/8/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Last Amend: 8/25/2022

Status: 8/31/2022-Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 40. Noes 0.) Ordered to engrossing and enrolling.

Location: 8/31/2022-S. ENROLLMENT

Summary: This bill, with respect to surplus residential property that is located within the City of Pasadena, would instead require that if the surplus residential property is not sold to a present occupant, as described above, the property be offered at fair market value to present tenants who have occupied the property for 5 years or more and who are in good standing with all rent obligations current and paid in full, with first right of occupancy to the present occupants. The bill would then require that the property be offered to the City of Pasadena, subject to specified terms and conditions. Finally, the bill would require that surplus residential property be offered to a housing-related entity or nonprofit private entity, as applicable, pursuant to existing provisions before being sold at fair market value, pursuant to existing provisions. This bill contains other related laws and provisions.

Position

SB 1177

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

Current Text: Chaptered: 8/22/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 4/4/2022

Status: 8/22/2022-Approved by the Governor. Chaptered by Secretary of State. Chapter 173, Statutes

of 2022.

Location: 8/22/2022-S. CHAPTERED

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. That act 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 to assist 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. The bill would authorize the Burbank-Glendale-Pasadena Regional Housing Trust to fund the planning and construction of housing, receive public and private financing and funds, and authorize and issue bonds.

Position

[SCA 2](#)

(Allen D) Public housing projects.

Current Text: Enrolled: 9/8/2022 [html](#) [pdf](#)

Introduced: 12/7/2020

Status: 8/31/2022-Read. Adopted. Ordered to the Senate. In Senate. Ordered to engrossing and enrolling.

Location: 8/31/2022-S. ENROLLMENT

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

Position

Support

Information Technology

[AB 2677](#)

(Gabriel D) Information Practices Act of 1977.

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

Introduced: 2/18/2022

Last Amend: 8/23/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/9/2022-A. ENROLLED

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, beginning January 1, 2025, recast those provisions to include, among other things, genetic information, IP address, online browsing history, and location information, if reasonably capable of identifying or describing an individual, within the definition of "personal information," and revise the definition of "regulatory agency" to include the Financial Industry Regulatory Authority, 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

Local Government

[AB 61](#)

(Gabriel D) Business pandemic relief.

Current Text: Chaptered: 10/8/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/26/2021

Status: 10/8/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 651, Statutes of 2021.

Location: 10/8/2021-A. CHAPTERED

Summary: Would authorize the Department of Alcoholic Beverage Control, for a period of 365 days following the end of the state of emergency proclaimed by the Governor on March 4, 2020, in response to the COVID-19 pandemic, to permit licensees to exercise license privileges in an expanded license area authorized pursuant to a COVID-19 Temporary Catering Authorization approved in accordance with the Fourth Notice of Regulatory Relief issued by the department, as specified. The bill would also authorize the department to extend the period of time during which the COVID-19 Temporary Catering Authorization is valid beyond 365 days if the licensee has filed a pending application with the department for the permanent expansion of their premises before the 365-day time period expires. The bill would make these provisions effective only until July 1, 2024, and repeal them as of that date.

Position
Watch

AB 336 (Villapudua D) Enhanced infrastructure financing districts: public financing authority: members: joint powers authorities.

Current Text: Chaptered: 6/29/2021 [html](#) [pdf](#)

Introduced: 1/27/2021

Status: 6/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 22, Statutes of 2021.

Location: 6/28/2021-A. CHAPTERED

Summary: The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by agreement, to jointly exercise any power common to the contracting parties, as specified. Current law authorizes the agreement to set forth the manner by which the joint powers authority will be governed. This bill would specify that any member of the legislative body of a participating affected taxing entity who serves as a member of the public financing authority of an enhanced infrastructure financing district, as described above, may also serve as a member of the governing body of an agency or entity formed pursuant to an agreement for the joint exercise of power that the participating affected taxing entity has entered into in accordance with the Joint Exercise of Powers Act.

Position

AB 464 (Mullin D) Enhanced Infrastructure Financing Districts: allowable facilities and projects.

Current Text: Chaptered: 6/29/2021 [html](#) [pdf](#)

Introduced: 2/8/2021

Last Amend: 3/25/2021

Status: 6/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 25, Statutes of 2021.

Location: 6/28/2021-A. CHAPTERED

Summary: Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community, including, but not limited to, the acquisition, construction, or repair of industrial structures for private use. This bill would include, in the list of facilities and projects the district may fund, the acquisition, construction, or repair of commercial structures by the small business, as defined, occupant of such structures, if certain conditions are met, and facilities in which nonprofit community organizations provide health, youth, homeless, and social services.

Position

SB 8 (Skinner D) Housing Crisis Act of 2019.

Current Text: Chaptered: 9/16/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/26/2021

Status: 9/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 161, Statutes of 2021.

Location: 9/16/2021-S. CHAPTERED

Summary: Would clarify, for various purposes of the Housing Crisis Act of 2019, that "housing development project" includes projects that involve no discretionary approvals, projects that involve both discretionary and nondiscretionary approvals, and projects that include a proposal to construct a single dwelling unit. The bill would specify that this clarification is declaratory of existing law, except that the clarification does not affect a project for which an application was submitted to the city, county, or city and county before January 1, 2022.

Position
Watch

[SB 266](#) (Newman D) State park system: Chino Hills State Park: expansion.

Current Text: Chaptered: 10/9/2021 [html](#) [pdf](#)

Introduced: 1/28/2021

Last Amend: 4/22/2021

Status: 10/9/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 760, Statutes of 2021.

Location: 10/9/2021-S. CHAPTERED

Summary: Would require the Department of Parks and Recreation to provide assistance acquiring and accepting land immediately adjacent to, and that expands, Chino Hills State Park, by transferring 3 specified properties into the state park system. The bill would require the department to manage the acquired properties and parcels with specified funds as part of the Chino Hills State Park, as provided.

Position

Support

Planning, Building, & Code Enforcement

[AB 428](#) (Mayes I) Local government: board of supervisors.

Current Text: Chaptered: 10/5/2021 [html](#) [pdf](#)

Introduced: 2/4/2021

Last Amend: 7/13/2021

Status: 10/4/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 462, Statutes of 2021.

Location: 10/4/2021-A. CHAPTERED

Summary: Current law requires each county to have a board of supervisors and provides for the organization and powers of the board of supervisors. Current law allows the board of supervisors of any general law or charter county to adopt or the residents of the county to propose, by initiative, limit or repeal a limit on the number of terms a member of the board of supervisors may serve on the board of supervisors. Current law also requires the board of supervisors to prescribe the compensation for a county officers. This bill would require that, when term limits are imposed, the limit must be no fewer than 2 terms. This bill would specify that the board of supervisors is included in the definition of county officers for whom the board of supervisors is required to prescribe compensation. The bill would specify that it would not affect any term limits that were legally in effect prior to January 1, 2022, in any county.

Position

[AB 803](#) (Boerner Horvath D) Starter Home Revitalization Act of 2021.

Current Text: Chaptered: 8/31/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 7/9/2021

Status: 8/31/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 154, Statutes of 2021.

Location: 8/24/2021-A. CHAPTERED

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 provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a development proponent to submit an application for the construction of a small home lot development, as defined, that meets specified criteria. The bill would require a small home lot development to be located on a parcel that is no larger than 5 acres, is substantially surrounded by qualified urban uses, as defined, and is zoned for multifamily residential use.

Position

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

Current Text: Enrolled: 9/1/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 8/24/2022

Status: 8/30/2022-Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/30/2022-A. ENROLLMENT

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: place of worship.

Current Text: Chaptered: 7/19/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 3/24/2022

Status: 7/19/2022-Approved by the Governor. Chaptered by Secretary of State - Chapter 122, Statutes of 2022.

Location: 7/19/2022-A. CHAPTERED

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

Introduced: 2/16/2022

Last Amend: 8/25/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/9/2022-A. ENROLLED

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

Position

Oppose

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

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

Introduced: 2/16/2022

Last Amend: 8/25/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/9/2022-A. ENROLLED

Summary: (1)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. Existing 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. Existing 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. The bill would specify that emergency shelters for purposes of these provisions include other interim intervention, including, but not limited to, navigation centers, bridge housing, and respite or recuperative care. This bill contains other related provisions and other existing laws.

Position

Oppose

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

Current Text: Chaptered: 8/29/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 5/5/2022

Status: 8/29/2022-Approved by the Governor. Chaptered by Secretary of State - Chapter 212, Statutes of 2022.

Location: 8/29/2022-A. CHAPTERED

Summary: The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification of those maps. The act excludes various project from its provisions, including the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection, and sale or lease of a solar electrical generation device on the land, if the project is subject to review under other local agency ordinances regulating design and improvement or if the project is subject to discretionary action by the advisory agency or legislative body. This bill would also exempt from the requirements of the Subdivision Map Act the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection, and sale or lease of an electrical energy storage system on the land, if the project is subject to discretionary action by the advisory agency or legislative body.

Position

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

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

Introduced: 2/18/2022

Last Amend: 8/25/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/9/2022-A. ENROLLED

Summary: Current law, 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; the net number of new units of housing; and data from a sample of projects, selected by the planning agency, that were approved to receive a density bonus from the city or county. This bill would require the planning agency to additionally include in its annual report the number of all new housing units, the number of housing units demolished, and data from all projects approved to receive a density bonus from the city or county, as specified.

Position

AB 2668 (Grayson D) Planning and zoning.

Current Text: Enrolled: 9/2/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 8/25/2022

Status: 8/31/2022-Read third time. Passed. Ordered to the Assembly. (Ayes 40. Noes 0.). In Assembly Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/31/2022-A. ENROLLMENT

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. The bill would specify that a local government is required to approve a development if it determines that the development is consistent with objective planning standards, as specified.

Position

SB 791

(Cortese D) California Surplus Land Unit.

Current Text: Chaptered: 9/28/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 8/30/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 366, Statutes of 2021.

Location: 9/28/2021-S. CHAPTERED

Summary: Would, upon appropriation by the Legislature, establish the California Surplus Land Unit within the Department of Housing and Community Development with the primary purpose of facilitating the development and construction of residential housing on local surplus land, as defined. In this regard, the bill would authorize the unit to, among other things, facilitate agreements between housing developers and local agencies that seek to dispose of surplus land; provide advice, technical assistance, and consultative and technical service to local agencies with surplus land and developers that seek to develop housing on the surplus land; and collaborate with specified state agencies to assist housing developers and local agencies with obtaining grants, loans, tax credits, credit enhancements, and other types of financing that facilitate the construction of housing on surplus land.

Position

Police Department

AB 2147

(Ting D) Pedestrians.

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

Introduced: 2/15/2022

Last Amend: 8/16/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/6/2022-A. ENROLLED

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

Position

Public Safety

AB 26

(Holden D) Peace officers: use of force.

Current Text: Chaptered: 9/30/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 7/7/2021

Status: 9/30/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 403, Statutes of 2021.

Location: 9/30/2021-A. CHAPTERED

Summary: Current law requires each law enforcement agency, on or before January 1, 2021, to maintain a policy that provides a minimum standard on the use of force. Current law requires that policy, among other things, to require that officers report potential excessive force to a superior officer when present and observing another officer using force that the officer believes to be unnecessary, and to require that officers intercede when present and observing another officer using force that is

clearly beyond that which is necessary, as specified. This bill would require those law enforcement policies to require those officers to immediately report potential excessive force, as defined.

Position

Watch

AB 57 **(Gabriel D) Law enforcement: hate crimes.**

Current Text: Chaptered: 10/8/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/26/2021

Status: 10/8/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 691, Statutes of 2021.

Location: 10/8/2021-A. CHAPTERED

Summary: Current law requires any local law enforcement agency that adopts or updates a hate crime policy to include specified information in that policy, including information on bias motivation. This bill would include a statement of legislative findings and declarations and require the basic course curriculum on the topic of hate crimes to be developed in consultation with subject matter experts, as specified. The bill would, subject to an appropriation of funds for this purpose in the annual Budget Act or other statute, require the Commission on Peace Officer Standards and Training (POST) to update the basic course to include the viewing of a specified video course developed by POST. The bill would also require POST to make the video available via the online learning portal, and would require all peace officers to complete specified training materials no later than one year after the commission makes the updated course available. The bill would require POST to develop and periodically update an interactive course on hate crimes for in-service peace officers, and require officers to take the course every 6 years.

Position

Watch

SB 2 **(Bradford D) Peace officers: certification: civil rights.**

Current Text: Chaptered: 9/30/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 9/1/2021

Status: 9/30/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 409, Statutes of 2021.

Location: 9/30/2021-S. CHAPTERED

Summary: Under current law, the Tom Bane Civil Rights Act, if a person or persons, whether or not acting under color of law, interferes or attempts to interfere, by threats, intimidation, or coercion, with the exercise or enjoyment by any individual or individuals of rights secured by the Constitution or laws of the United States, or of the rights secured by the Constitution or laws of this state, the Attorney General, or any district attorney or city attorney, is authorized to bring a civil action for injunctive and other appropriate equitable relief in the name of the people of the State of California, in order to protect the exercise or enjoyment of the right or rights secured. Current law also authorizes an action brought by the Attorney General, or any district attorney or city attorney, to seek a civil penalty of \$25,000. Current law also allows an individual whose exercise or enjoyment of rights has been interfered with to prosecute a civil action for damages on their own behalf. This bill would eliminate certain immunity provisions for peace officers and custodial officers, or public entities employing peace officers or custodial officers sued under the act.

Position

Watch

SB 16 **(Skinner D) Peace officers: release of records.**

Current Text: Chaptered: 9/30/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/30/2021

Status: 9/30/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 402, Statutes of 2021.

Location: 9/30/2021-S. CHAPTERED

Summary: Current law makes peace officer and custodial officer personnel records and specified records maintained by any state or local agency, or information obtained from these records, confidential and prohibits these records from being disclosed in any criminal or civil proceeding except by discovery. Current law sets forth exceptions to this policy, including, among others, records relating to specified incidents involving the discharge of a firearm, sexual assault, perjury, or misconduct by a peace officer or custodial officer. Existing law makes a record related to an incident involving the use of force against a person resulting in death or great bodily injury subject to disclosure. Current law requires a state or local agency to make these excepted records available for inspection pursuant to the California Public Records Act, subject to redaction as specified. This bill would make a sustained finding involving force that is unreasonable or excessive, and any sustained finding that an officer

failed to intervene against another officer using unreasonable or excessive force, subject to disclosure.

Position
Watch

Public Works

[AB 773](#) ([Nazarian D](#)) **Street closures and designations.**

Current Text: Chaptered: 10/6/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 7/5/2021

Status: 10/6/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 587, Statutes of 2021.

Location: 10/6/2021-A. CHAPTERED

Summary: Would authorize a local authority to adopt a rule or regulation by ordinance to implement a slow street program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space. The bill would require the local authority to meet specified conditions to implement a slow street, including a determination that closure or traffic restriction is necessary for the safety and protection of persons using the closed or restricted portion of the street, conducting an outreach and engagement process, and clearly designating the closure or traffic restriction with specific signage.

Position

[AB 1058](#) ([Garcia, Cristina D](#)) **Large water corporations: bill payment options.**

Current Text: Chaptered: 9/23/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 8/23/2021

Status: 9/23/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 269, Statutes of 2021.

Location: 9/23/2021-A. CHAPTERED

Summary: Current law, until January 1, 2022, authorizes a water corporation with more than 10,000 service connections to seek commission approval, through its general rate case application, to operate a pilot program designed to evaluate customer interest in, and utilization of, bill payment options, including, but not limited to, credit card, debit card, and prepaid card bill payment options, and to assess the cost-effectiveness of, and customer interests served by, customer access to those bill payment options. Current law limits the duration of a pilot program to the duration of the water corporation's rate case cycle. Current law requires the commission to allow a water corporation to recover the reasonable expenses incurred by the water corporation in providing its customers with these bill payment options, but allows water corporations to not impose a transaction fee on its customers for using these bill payment options. This bill would delete the time-limited pilot program provisions, require the commission to authorize a water corporation with 10,000 or more service connections, unrelated to its rate case cycle, to recover the reasonable expenses incurred by the water corporation in providing bill payment options to its customers, and not require the water corporation to impose a transaction fee on its customers.

Position

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

Current Text: Enrolled: 9/1/2022 [html](#) [pdf](#)

Introduced: 1/27/2022

Last Amend: 8/24/2022

Status: 8/30/2022-Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/30/2022-A. ENROLLMENT

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, commencing January 1, 2024, 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. The bill would limit those provisions to work that falls within an apprenticeship occupation in the building and construction trades for which an

apprenticeship program has been approved and to contracts in excess of \$100,000. The bill would delay the application of those provisions until January 1, 2025, for nonprofits.

Position

[AB 2463](#)

(Lee D) Public works: exemption.

Current Text: Chaptered: 8/29/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 3/21/2022

Status: 8/29/2022-Approved by the Governor. Chaptered by Secretary of State - Chapter 210, Statutes of 2022.

Location: 8/29/2022-A. CHAPTERED

Summary: Current law defines "public works," for purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work that is performed under contract and paid for in whole or in part out of public funds. Pursuant to current 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

Sea-Level Rise

[AB 72](#)

(Petrie-Norris D) Environmental protection: coastal adaptation projects: natural infrastructure: regulatory review and permitting: report.

Current Text: Chaptered: 9/29/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 6/28/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 369, Statutes of 2021.

Location: 9/28/2021-A. CHAPTERED

Summary: Would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the Natural Resources Agency to explore, and authorize it to implement, options within the agency's jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects that use natural infrastructure, as defined. The bill would require the agency to submit, by July 1, 2023, a report to the Legislature with suggestions and recommendations for improving and expediting the coordination between appropriate agencies in their regulatory review and permitting process for coastal adaptation projects that use natural infrastructure.

Position

Watch

[SB 1](#)

(Atkins D) Coastal resources: sea level rise.

Current Text: Chaptered: 9/23/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 6/24/2021

Status: 9/23/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 236, Statutes of 2021.

Location: 9/23/2021-S. CHAPTERED

Summary: The California Coastal Act of 1976 establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission, within 90 days after January 1, 1977, to adopt, after public hearing, procedures for the preparation, submission, approval, appeal, certification, and amendment of a local coastal program, including a common methodology for the preparation of, and the determination of the scope of, the local coastal programs, as provided. This bill would also include, as part of the procedures the commission is required to adopt, recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program, as provided. The bill would delete the timeframe specified above by which the commission is required to adopt these procedures.

Position

Watch

AB 3

(Fong R) Exhibition of speed on a highway: punishment.

Current Text: Chaptered: 10/7/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/16/2021

Status: 10/7/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 611, Statutes of 2021.

Location: 10/7/2021-A. CHAPTERED

Summary: Current law prohibits a person from engaging in a motor vehicle exhibition of speed on a highway or aiding or abetting in a motor vehicle exhibition of speed on any highway. Upon conviction, current law punishes a person by imprisonment in a county jail for not more than 90 days, by a fine of not more than \$500, or by both that fine and imprisonment. would, commencing July 1, 2025, additionally authorize the court to order the privilege to operate a motor vehicle suspended for 90 days to 6 months and restrict the person’s operation of a motor vehicle for the purposes of their employment, as specified. The bill would require the court to consider a person’s hardships, as specified, when deciding to either suspend or restrict a driver’s license.

Position

Watch

AB 43

(Friedman D) Traffic safety.

Current Text: Chaptered: 10/8/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 9/1/2021

Status: 10/8/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 690, Statutes of 2021.

Location: 10/8/2021-A. CHAPTERED

Summary: Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Current law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety. This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.

Position

Support

AB 117

(Boerner Horvath D) Air Quality Improvement Program: electric bicycles.

Current Text: Enrolled: 8/29/2022 [html](#) [pdf](#)

Introduced: 12/18/2020

Last Amend: 8/11/2022

Status: 8/31/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 8/25/2022-A. ENROLLED

Summary: Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its current statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program.

Position

AB 371

(Jones-Sawyer D) Shared mobility devices: insurance and tracking.

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

Introduced: 2/1/2021

Last Amend: 8/11/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/6/2022-A. ENROLLED

Summary: Would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity.

Position

AB 680

(Burke D) Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021.

Current Text: Chaptered: 10/9/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 9/3/2021

Status: 10/9/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 746, Statutes of 2021.

Location: 10/9/2021-A. CHAPTERED

Summary: Would enact the California Jobs Plan Act of 2021, which would require the State Air Resources Board to work with the labor agency to update, by July 1, 2025, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. The bill would require the state board to work with administering agencies to leverage existing programs and funding to assist applicants in meeting these standards. The bill would require, among other things, administering agencies, on and after the adoption of the update to the funding guidelines, to give preference to applicants that demonstrate a partnership with an educational institution or training program targeting residents of under-resourced, tribal, and low-income communities, as defined, in the same region as the proposed project and to applicants that demonstrate the creation of high-quality jobs, as defined, by the proposed project.

Position

AB 811

(Rivas, Luz D) Los Angeles County Metropolitan Transportation Authority: contracting.

Current Text: Chaptered: 9/30/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 8/31/2021

Status: 9/30/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 414, Statutes of 2021.

Location: 9/30/2021-A. CHAPTERED

Summary: Current law authorizes the Los Angeles County Metropolitan Transportation Authority to enter into contracts with private entities that combine into a single contract all or some of the planning, design, permitting, development, joint development, construction, construction management acquisition, leasing, installation, and warranty of some or all components of transit systems and certain facilities. Current law authorizes the authority to award a contract under these provisions after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project work, and components. This bill would eliminate the requirement to make the above-described finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions. The bill would instead authorize the authority to award these contracts that include operation and maintenance elements after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority a more competitive solicitation process with respect to quality, timeliness, price, and other private sector efficiencies, relevant to the integration of design, project work, and components.

Position

AB 955

(Quirk D) Highways: encroachment permits: broadband facilities.

Current Text: Chaptered: 10/8/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 9/1/2021

Status: 10/8/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 670, Statutes of 2021.

Location: 10/8/2021-A. CHAPTERED

Summary: Would establish additional procedures for the Department of Transportation's review of an application for an encroachment permit for a broadband facility. Under the bill, these procedures would require the department, among other things, to notify an applicant in writing whether the application is complete within 30 days of receiving the application, to take certain actions if it deems an application incomplete, and to approve or deny an application that requires supplemental information within 30 days after receiving that information. If the department fails to notify the applicant that the application is incomplete within that 30-day time period, the bill would deem the department's failure to notify to constitute a finding that the permit application is complete.

Position

[AB 970](#) (McCarty D) Planning and zoning: electric vehicle charging stations: permit application: approval.

Current Text: Chaptered: 10/8/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 7/13/2021

Status: 10/8/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 710, Statutes of 2021.

Location: 10/8/2021-A. CHAPTERED

Summary: Current law requires every city, county, and city and county to create an expedited, streamlined permitting process for electric vehicle charging stations and to adopt a checklist pursuant to which an applicant that satisfies the information requirements shall be deemed complete and therefore eligible for expedited review. This bill would clarify that these provisions apply to all cities, including charter cities.

Position

[AB 1157](#) (Lee D) Controller: transportation funds: distribution and reporting requirements.

Current Text: Chaptered: 9/22/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 3/15/2021

Status: 9/22/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 205, Statutes of 2021.

Location: 9/22/2021-A. CHAPTERED

Summary: Current law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.

Position

[AB 1389](#) (Reyes D) Clean Transportation Program: project funding preferences.

Current Text: Enrolled: 9/2/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 8/25/2022

Status: 8/31/2022-Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/31/2022-A. ENROLLMENT

Summary: Current law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria. This bill would expand the list of criteria that a project is required to meet in order to be given preference for funding by the commission to include that the project is in a nonattainment area, as specified, and that the project advances the comprehensive strategy for vehicles, as provided.

Position

[AB 1499](#) (Daly D) Transportation: design-build: highways.

Current Text: Chaptered: 9/22/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/24/2021

Status: 9/22/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 212, Statutes of 2021.

Location: 9/22/2021-A. CHAPTERED

Summary: Current law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Current law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Current law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would extend the operation of these provisions until January 1, 2034. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2033, on its experience with design-build procurement.

Position

[AB 1680](#) (Lee D) Transportation: San Francisco Bay Area Rapid Transit District: policing responsibilities.
Current Text: Chaptered: 9/6/2022 [html](#) [pdf](#)
Introduced: 1/24/2022
Last Amend: 8/2/2022
Status: 9/6/2022-Approved by the Governor. Chaptered by Secretary of State - Chapter 252, Statutes of 2022.
Location: 9/6/2022-A. CHAPTERED
Summary: Current law creates the San Francisco Bay Area Rapid Transit District (BART). Existing law authorizes BART to acquire, construct, own, operate, control, or use rights-of-way, rail lines, bus lines, stations, platforms, switches, yards, terminals, parking lots, and any and all other facilities necessary or convenient for rapid transit service, as specified. This bill would amend the above-described provision of SB 357 to instead incorporate the changes to Section 99171 of the Public Utilities Code made by AB 1337 if SB 357 and AB 1337 are enacted and become effective on or before January 1, 2023, rather than January 1, 2022, thereby preserving the changes AB 1337 made to Section 99171 of the Public Utilities Code that would otherwise be deleted by SB 357. This bill contains other related provisions and other existing laws.

Position

[AB 1909](#) (Friedman D) Vehicles: bicycle omnibus bill.
Current Text: Enrollment: 8/30/2022 [html](#) [pdf](#)
Introduced: 2/9/2022
Last Amend: 8/11/2022
Status: 8/30/2022-Enrolled and presented to the Governor at 4 p.m.
Location: 8/30/2022-A. ENROLLED
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. The bill would also authorize the Department of Parks and Recreation to prohibit the operation of an electric bicycle or any class of electric bicycle on any bicycle path or trail within the department's jurisdiction.

Position

[AB 1919](#) (Holden D) Youth Transit Pass Pilot Program: free youth transit passes.
Current Text: Enrolled: 8/26/2022 [html](#) [pdf](#)
Introduced: 2/9/2022
Last Amend: 8/11/2022
Status: 8/31/2022-Enrolled and presented to the Governor at 4 p.m.
Location: 8/24/2022-A. ENROLLED
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. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided.

Position

[AB 1938](#) (Friedman D) Traffic safety: speed limits.
Current Text: Enrolled: 9/2/2022 [html](#) [pdf](#)
Introduced: 2/10/2022
Last Amend: 8/18/2022

Attachment: 02a - LCMC - 09202022 - Legislative Tracking Bill Report (Legislative Tracking Report)

Status: 8/31/2022-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 80. Noes 0.).

Location: 8/31/2022-A. ENROLLMENT

Summary: Current law establishes various default speed limits for vehicles upon highways, as specified. Current law requires the Department of Transportation (Caltrans), by regulation, to require Caltrans or a local authority to round speed limits up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. This bill would, if the speed limit needs to be rounded down to the nearest 5 miles per hour increment of the 85th-percentile speed, authorize Caltrans or a local authority to lower the speed limit by 5 miles per hour from the nearest 5 miles per hour of the 85th percentile, as specified. The bill would prohibit the total reduction in the speed limit from exceeding 12.4 miles per hour from the 85th-percentile speed and would authorize a local authority to retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction.

Position

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

Current Text: Chaptered: 8/15/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 6/6/2022

Status: 8/15/2022-Approved by the Governor. Chaptered by Secretary of State - Chapter 147, Statutes of 2022.

Location: 8/15/2022-A. CHAPTERED

Summary: Would require the Department of the California Highway Patrol to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles, as defined, including, but not limited to, general electric bicycle riding safety, emergency maneuver skills, rules of the road, and laws pertaining to electric 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: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 5/19/2022

Status: 8/30/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 8/30/2022-A. ENROLLED

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

Position

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

Current Text: Enrolled: 9/1/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 8/25/2022

Status: 8/30/2022-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/30/2022-A. ENROLLMENT

Summary: Current law requires the Transportation Agency to prepare a state freight plan on or before December 31, 2014, and every 5 years thereafter, with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. Current law establishes the Department of Transportation within the agency and, among other things, requires the department to gather data related to public contracts awarded by the department. Current law authorizes the establishment of harbor districts and port districts with specified powers, as provided. This bill would require the department to create a web page on its internet website that contains links to existing registries and databases related to drayage trucks from

certain sources. The bill would require maritime ports with annual cargo volumes of greater than 1,000,000 20-foot equivalent units to anonymously survey trucking companies every 2 years on the number of drivers classified as independent contractors and the number of drivers classified as employee drivers, as specified, to post the survey data on their internet websites, and to transmit a link to the data collected to the department.

Position

AB 2061 (Ting D) Transportation electrification: electric vehicle charging infrastructure.

Current Text: Enrolled: 9/1/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 8/23/2022

Status: 8/30/2022-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/30/2022-A. ENROLLMENT

Summary: Would require the Energy Commission, in consultation with the PUC, to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations by January 1, 2024. The bill would require that the uptime recordkeeping and reporting standards only apply to electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers, apply for a minimum of 6 years, and apply to electric vehicle chargers and charging stations installed on or after January 1, 2024. The bill would authorize the Energy Commission to consider additional reliability metrics, as specified, and require the Energy Commission, in consultation with the PUC, to hold a public workshop to discuss and identify industry best practices and charger technology capabilities that are demonstrated to increase reliability.

Position

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

Current Text: Enrolled: 9/1/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 8/24/2022

Status: 8/30/2022-Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/30/2022-A. ENROLLMENT

Summary: 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 public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on the public agency's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing development.

Position

AB 2147 (Ting D) Pedestrians.

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

Introduced: 2/15/2022

Last Amend: 8/16/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/6/2022-A. ENROLLED

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

Position

AB 2264 (Bloom D) Pedestrian crossing signals.

Current Text: Enrolled: 8/26/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 8/11/2022

Status: 8/31/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 8/24/2022-A. ENROLLED

Summary: Would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, and to include the installation, activation, and maintenance of an accessible pedestrian signal and detector, 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 residential, business, or business activity district, a safety corridor, a school zone, or an area with a high concentration of pedestrians and cyclists, as specified. These requirements would not apply when prohibited by the California Manual on Uniform Traffic Control Devices. The bill would, for these purposes, define a "leading pedestrian interval" as an official traffic control signal that advances the "WALK" signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic, and define "accessible pedestrian signal and detector" as an integrated device that communicates information about the "WALK" and "DON'T WALK" intervals at signalized intersections in nonvisual formats, including audible tones, speech messages, and vibrotactile surfaces, to pedestrians who are blind or have low vision. T

Position

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

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

Introduced: 2/16/2022

Last Amend: 5/5/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/6/2022-A. ENROLLED

Summary: Would authorize LA Metro to 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. The bill would extend, to January 1, 2028, the authorization described above for LA Metro to set aside work for competition among certified small business enterprises and medium business enterprises and award those contracts to those certified small business enterprises and medium business enterprises that are lowest responsible bidders. The bill would increase the limitation on the expected expenditure required for those contracts LA Metro may award to small business enterprises to be less than \$5,000,000 instead of \$3,000,000. The bill would increase the minimum expected expenditure required for those contracts LA Metro may award to medium business enterprises to be greater than \$5,000,000 instead of \$3,000,000. If LA Metro awards contracts pursuant to these provisions, the bill would require LA Metro to submit a report to the Legislature by December 31, 2026, on the contracts issued between January 1, 2019, and December 31, 2026, including the number of employees working at a medium business enterprise receiving awards, as provided.

Position

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

Current Text: Chaptered: 8/22/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 6/16/2022

Status: 8/22/2022-Approved by the Governor. Chaptered by Secretary of State - Chapter 158, Statutes of 2022.

Location: 8/22/2022-A. CHAPTERED

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 or any city in the county to establish a similar NEV transportation plan, as specified, subject to the same penalties. The bill would require that the transportation plan have received a prior review and the comments of the Southern California Association of Governments (SCAG) and any agency having traffic law enforcement responsibilities in an entity included in the plan area. The bill, if the County of Los Angeles or a city in the county adopts a NEV transportation plan, would require the entity adopting the plan to submit a report, in consultation with SCAG, the department, the Department of the California Highway Patrol, and any applicable local law enforcement agency, as specified, to the Legislature within 2 years of the date the

NEV transportation plan is adopted. The bill would repeal these provisions on January 1, 2040.

Position

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

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

Introduced: 2/17/2022

Last Amend: 8/25/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/9/2022-A. ENROLLED

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

Position

Concerns

[AB 2441](#) (Kalra D) Public employment: local public transit agencies: autonomous transit vehicle technology.

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

Introduced: 2/17/2022

Last Amend: 8/17/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/6/2022-A. ENROLLED

Summary: Would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit 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 specific 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: Enrollment: 8/29/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 5/5/2022

Status: 8/29/2022-Enrolled and presented to the Governor at 3:30 p.m.

Location: 8/29/2022-A. ENROLLED

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 with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified. The bill would provide that a transactions and use tax rate imposed pursuant to the bill will not be considered for purposes of that combined rate limit described above.

Position

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

Current Text: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 5/19/2022

Status: 8/30/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 8/30/2022-A. ENROLLED

Summary: Would require the State Highway System Management Plan prepared by the Department of Transportation 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. The bill would require the department to prepare the evaluation and assessment in consultation with the commission, the Controller, and rural counties.

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: Enrolled: 8/26/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/9/2022

Status: 8/31/2022-Enrolled and presented to the Governor at 9:30 p.m.

Location: 8/24/2022-A. ENROLLED

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

Introduced: 2/18/2022

Last Amend: 8/18/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/6/2022-A. ENROLLED

Summary: Current law requires the State Procurement Officer, when purchasing materials to be used in paving or paving subbase for use by the Department of Transportation and any other state agency that provides road construction and repair services, to contract for those items that use recycled material in those materials, unless the Director of Transportation determines that the use of the materials is not cost effective. This bill 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 populations do not exceed specified thresholds and special districts from these requirements.

Position

AB 2956

(Committee on Transportation) Transportation.

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

Introduced: 2/28/2022

Last Amend: 8/22/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 4 p.m.

Location: 9/9/2022-A. ENROLLED

Summary: Current law exempts specified occupations and business relationships, as defined, from the application of the ABC test. Current law, instead, provides that these exempt relationships are governed by the multifactor test previously adopted in the case of S. G. Borello & Sons, Inc. v. Department of Industrial Relations (1989) 48 Cal.3d 341 (Borello). These include an exemption for a commercial fisher working on an American vessel, as defined, until January 1, 2023, unless extended by the Legislature. Current law makes a commercial fisher working on an American vessel eligible for unemployment insurance benefits upon meeting certain eligibility criteria. Current law also requires the Employment Development Department to issue an annual report to the Legislature on the use of unemployment insurance in the commercial fishing industry. This bill would extend the timeframe in which the above exemption applies until January 1, 2026.

Position

SB 44

(Allen D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.

Current Text: Chaptered: 10/7/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/30/2021

Status: 10/7/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 633, Statutes of 2021.

Location: 10/7/2021-S. CHAPTERED

Summary: Would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates that is located wholly within the County of Los Angeles or connects to an existing transit project wholly located in that county and that is approved by the lead agency on or before January 1, 2024. The bill would require the project applicant of the environmental leadership transit project to take certain actions in order for those specified procedures to apply to the project. The bill would require the Judicial Council, on or before January 1, 2023, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 365 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project.

Position
Support

SB 339

(Wiener D) Vehicles: road usage charge pilot program.

Current Text: Chaptered: 9/24/2021 [html](#) [pdf](#)

Introduced: 2/8/2021

Last Amend: 8/30/2021

Status: 9/24/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 308, Statutes of 2021.

Location: 9/24/2021-S. CHAPTERED

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.

Position

SB 372

(Leyva D) Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles

Current Text: Chaptered: 10/7/2021 [html](#) [pdf](#)

Introduced: 2/10/2021

Last Amend: 7/12/2021

Status: 10/7/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 639, Statutes of 2021.

Location: 10/7/2021-S. CHAPTERED

Summary: Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law, the California Pollution Control Financing Authority Act, establishes the California Pollution Control Financing Authority, with specified powers and duties, and authorizes the authority to approve financing for projects or pollution control facilities to prevent or reduce environmental pollution. This bill would establish the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles

Position

Attachment: 02a - LCMC - 09202022 - Legislative Tracking Bill Report (Legislative Tracking Report)

SB 640

(Becker D) Transportation financing: jointly funded projects.

Current Text: Chaptered: 7/16/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/20/2021

Status: 7/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 108, Statutes of 2021.

Location: 7/16/2021-S. CHAPTERED

Summary: Current law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Current law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to propose projects to be jointly funded by the cities and counties' apportionments of those funds, as specified.

Position

SB 671

(Gonzalez D) Transportation: Clean Freight Corridor Efficiency Assessment.

Current Text: Chaptered: 10/9/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/15/2021

Status: 10/9/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 769, Statutes of 2021.

Location: 10/9/2021-S. CHAPTERED

Summary: Would establish the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission, in coordination with other state agencies. In developing the assessment, the bill would require the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The bill would require the commission to submit a report containing the assessment's findings and recommendations to certain committees of the Legislature by December 1, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan. The bill would require the state freight plan to include a description of needed infrastructure, projects, and operations for the deployment of zero-emission medium- and heavy-duty vehicles and the development of freight corridors identified in the assessment.

Position

SB 814

(Committee on Transportation) Transportation: omnibus bill.

Current Text: Chaptered: 9/24/2021 [html](#) [pdf](#)

Introduced: 3/2/2021

Last Amend: 4/19/2021

Status: 9/24/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 311, Statutes of 2021.

Location: 9/24/2021-S. CHAPTERED

Summary: Would expand the definition of a pedicab to include electric bicycles and would expand the definition of a bicycle to include electric bicycles. By expanding these definitions, this bill would expand an existing crime, thereby imposing a state-mandated local program.

Position

SB 922

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

Current Text: Enrollment: 8/23/2022 [html](#) [pdf](#)

Introduced: 2/3/2022

Last Amend: 8/4/2022

Status: 8/23/2022-Enrolled and presented to the Governor at 12:30 p.m.

Location: 8/23/2022-S. ENROLLED

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 th

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

Introduced: 2/7/2022

Last Amend: 8/25/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 3:30 p.m.

Location: 9/6/2022-S. ENROLLED

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 support and encourage communities in reaching environmental and climate change objectives with these provisions.

Position

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

Current Text: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Last Amend: 6/29/2022

Status: 8/30/2022-Enrolled and presented to the Governor at 3 p.m.

Location: 8/30/2022-S. ENROLLED

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction 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 the emissions of greenhouse gases 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. Current law authorizes a transit agency that has used program moneys for certain authorized operational assistance purposes in a previous fiscal year to use those moneys to continue the same service or program in any subsequent fiscal year if the transit agency can demonstrate that reductions in the emissions of greenhouse gases can be realized. This bill would exempt a transit agency using program moneys for the continuation of a free or reduced fare transit program from the above-described requirement to demonstrate that reductions in the emissions of greenhouse gases can be realized through the continuation of its transit program, and authorize the transit agency to continue to use those moneys for that purpose without any restriction to length of time.

Position
Support

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

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

Introduced: 2/16/2022

Last Amend: 8/23/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 3:30 p.m.

Location: 9/6/2022-S. ENROLLED

Summary: Would require the California Transportation Commission, in consultation with the Transportation Agency and the Department of Transportation, 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 to the Legislature an interim needs assessment on or before January 1, 2024, and a completed needs assessment on or before January 1, 2025, and every 5 years thereafter.

Position

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

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

Introduced: 2/17/2022

Last Amend: 8/23/2022

Status: 9/6/2022-Enrolled and presented to the Governor at 3:30 p.m.

Location: 9/6/2022-S. ENROLLED

Summary: Would require the Mineta Transportation Institute at San Jose State University to, on or before December 31, 2023, develop and make available on its internet website a survey for the purpose of promoting consistency in the collection of specified survey data to inform efforts to improve the safety of riders and reduce street harassment on public transit.

Position

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

Current Text: Enrollment: 8/30/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 8/11/2022

Status: 8/30/2022-Enrolled and presented to the Governor at 3 p.m.

Location: 8/30/2022-S. ENROLLED

Summary: Would, notwithstanding any other provision of the Joint Exercise of Powers Act, authorize a private, nonprofit corporation formed for the purposes of providing services to zero-emission transportation systems or facilities, including, but not limited to, finance, design, construction, operation, or maintenance, or authorized by their board of directors to provide such services, to join a joint powers authority or 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. The bill, notwithstanding any other law, would prohibit a joint powers authority formed pursuant to these provisions from incurring debt. Under the bill, the authority would be governed by a board of directors, composed as determined by the participating public agency or agencies. The bill would prohibit the representation of private, nonprofit mutual benefit corporations on the board of directors from exceeding 50%. The bill would define terms for its purposes. The bill's provisions would be repealed on January 1, 2032.

Position

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

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

Introduced: 2/17/2022

Last Amend: 8/22/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 3 p.m.

Location: 9/9/2022-S. ENROLLED

Summary: Current law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. This bill 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 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 the revisions is infeasible, to prepare a report, as specified, describing the rationale for the finding, to post the report on its internet website, and to provide a notice of the report to the relevant policy and fiscal committees of the Legislature. The bill would require the state board, contingent upon an appropriation by the Legislature, to create a single unified education and application portal that enables an applicant for any of those programs to access information about the program and to submit one application for all of the programs.

Position

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

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

Introduced: 2/17/2022

Last Amend: 8/23/2022

Status: 9/9/2022-Enrolled and presented to the Governor at 3 p.m.

Location: 9/9/2022-S. ENROLLED

Summary: Would continue the zero-emission vehicle division of GO-Biz in existence within GO-Biz as

the Zero-Emission Vehicle Market Development Office (office). The bill would require the office to continue to be administered by a deputy director appointed by, and serving at the pleasure of, the Governor. The bill would also establish, until January 1, 2028, the Zero-Emission Vehicle Equity Advocate in the office who would also be appointed by, and serve at the pleasure of, the Governor. The bill would require the 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 develop and adopt an equity action plan as part of a periodic update to a specified zero-emission vehicle strategy developed by the office and to notify the relevant policy committees of the Legislature of the information provided in that update.

Position

Wildfire

[AB 9](#)

(Wood D) Fire safety and prevention: wildfires: fire adapted communities: Office of the State Fire Marshal: community wildfire preparedness and mitigation.

Current Text: Chaptered: 9/23/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 9/3/2021

Status: 9/23/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 225, Statutes of 2021.

Location: 9/23/2021-A. CHAPTERED

Summary: Would establish in the Department of Conservation the Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire adapted communities and landscapes by improving ecosystem health, community wildfire preparedness, and fire resilience. The bill would require, among other things, the department to, upon an appropriation by the Legislature, provide block grants to regional entities, as defined, to develop regional strategies that develop governance structures, identify wildfire risks, foster collaboration, and prioritize and implement projects within the region to achieve the goals of the program.

Position

Watch

[AB 642](#)

(Friedman D) Wildfires.

Current Text: Chaptered: 9/29/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 9/3/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 375, Statutes of 2021.

Location: 9/28/2021-A. CHAPTERED

Summary: Current law requires the Director of Forestry and Fire Protection to identify areas of the state as very high fire hazard severity zones, as provided. Current law requires a local agency, within 30 days of receiving a transmittal from the director that identifies very high fire hazard severity zones, to make the information available for public review. This bill would require the director to also identify areas in the state as moderate and high fire hazard severity zones. The bill would modify the factors the director is required to use to classify areas into fire hazard severity zones, as provided. The bill would instead require a local agency, within 30 days of receiving a transmittal from the director that identifies fire hazard severity zones, to make the information available for public review and comment.

Position

[SB 63](#)

(Stern D) Fire prevention: vegetation management: public education: grants: defensible space: fire hazard severity zones.

Current Text: Chaptered: 9/28/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 9/7/2021

Status: 9/28/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 382, Statutes of 2021.

Location: 9/28/2021-S. CHAPTERED

Summary: Would, among other things, require the Director of Forestry and Fire Protection to identify areas of the state as moderate and high fire hazard severity . The bill would modify the factors the director is required to use to identify areas into fire hazard severity zones, as provided. The bill would require a local agency to make this information available for public review and comment, as provided.

By expanding the responsibility of a local agency, the bill would impose a state-mandated local program.

Position

Watch

Total Measures: 177

Total Tracking Forms: 177



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
September 20, 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: End of Legislative Session/ Climate Package Update

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal

EXECUTIVE SUMMARY:

This written report provides a brief update regarding the final actions of the 2022 legislative year, including the five climate pillars presented by Governor Newsom. A more comprehensive report on end of session activities, compiled by SCAG's legislative advocates, is included as an attachment to this report.

BACKGROUND:

As the 2022 legislative year ended, Sacramento experienced robust legislative activity as budget trailer bills, a climate package, and many bills relating to housing production and transportation policy were acted upon. The report below provides a summary of some of the actions taken that were most pertinent to SCAG.

In addition, Cruz Strategies, who represent SCAG in the State Capitol, compiled a more comprehensive end of session report. Cruz Strategies' report also includes important personnel updates and is attached to this staff report.

Budget Bills:

AB 157 (Housing Trailer Bill Junior) – AB 157 is a budget trailer bill junior that, among other things, modified the Infill Infrastructure Grant (IIG) program. Notably, the bill expands the allowable uses for the IIG program to include adaptive reuse. In addition, the legislation creates a third project type eligible for IIG funds called "catalytic qualifying infill areas," defined as a contiguous area or multiple non-contiguous parcels located within an urbanized area that constitute a large catalytic investment in land that will accommodate a mix of uses, including affordable or mixed income

housing. \$150 million in funding is provided for this expansion, outside of the \$425 million already provided for the IIGs in this year's main budget bill.

AB 211 (Climate Trailer Bill) – AB 211 is the budget trailer bill related to climate change. It approves a total of \$19.3 billion General Fund for the Climate-Energy Package (\$4.89 billion in 2021-2022, \$4.83 billion in 2022-2023, and \$9.59 billion for the outyears), with many of the details to be determined in future legislation. AB 211 creates the Community Resilience Center Program, administered by the Strategic Growth Council (SGC), to provide funding to cities, counties, and community-based organizations for the construction of new, or the retrofitting of, existing facilities that will serve the community during climate emergencies. AB 179 (Ting), which amends the main Budget Act of 2022, appropriates \$85 million to SGC for this program.

The climate trailer bill also allocates \$619 million from the General Fund to California Air Resources Board (CARB) and the State Energy Resources Conservation and Development Commission for various projects related to zero-emissions vehicles. AB 211 also states “the intent of the Legislature” to allocate \$2.415 billion in Fiscal Years 2023–2024 and 2025–2026, combined, for various zero-emission vehicle investments.

Housing Production Bills:

SB 679 (Kamlager) – This bill establishes the Los Angeles County Affordable Housing Solutions Agency. The Agency is authorized to raise and allocate revenue, incur and issue bonds and other indebtedness, and place funding measures on the ballot in Los Angeles County to fund renter protection programs, finance new construction of housing developments, or preserve or enhance existing housing developments.

AB 2011 (Wicks) and SB 6 (Caballero) – These bills relate to allowing housing on sites zoned for commercial, office, retail, or parking. These bills were not without controversy, but ultimately AB 2011 passed in the Assembly 67-4-9 and in the Senate 33-0-7. SB 6 passed in the Assembly 67-0-13 and in the Senate 34-0-6. They now await Governor Newsom's signature. Each bill contains its own environmental and labor thresholds that must be met before the respective bill's authorities may be used. A general summary is as follows:

- SB 6 allows a development project that is at least 50 percent residential to be an allowable use within a zone in which office, retail, or parking are principally permitted.
- AB 2011 allows housing development projects to be a use by right for most sites zoned for retail, office, or parking. AB 2011 retains its affordability requirements, with the percentage of affordable units changing depending upon the type of project.

The Climate Package:

The week before the end of session, Governor Newsom introduced five climate pillars. One by one, these five climate pillars were introduced as legislation and went into print as a “climate package,” as follows:

1. GHG Reduction Goal Acceleration

AB 2133 (Quirk) – This bill would have raised the statewide Greenhouse Gas (GHG) reduction goal from 40 percent to 55 percent below the 1990 level by Dec. 31, 2030. After passing the Senate 21-10-9, AB 2133 fell four votes short in the Assembly and failed. The Assembly vote was 37-21-22.

2. Fossil Fuel Well Setback Protections

SB 1137 (Limon, L. Gonzalez) – This bill prohibits new or renewed oil or gas wells from being drilled within 3,200-feet of sensitive land uses (called health protective zones), such as schools, childcare centers, community resource centers, residential homes, live-in housing, and hospitals. This bill passed both houses and will now go to the Governor for his signature.

3. Carbon Neutrality

AB 1279 (Muratsuchi) – This bill codifies the State’s policy to achieve net-zero GHG emissions by 2045 and further requires the State to maintain net-negative GHG emissions no later than 2045. Secondly, the bill would require the State to ensure that all man-made GHG emissions are reduced to 85 percent below 1990 levels. This bill is contingent on the enactment of SB 905 (Caballero and Skinner), below. This bill passed both houses and will now go to the Governor for his signature.

4. Carbon Pollution Removal

SB 905 (Caballero and Skinner) – SB 905 requires CARB to establish a Carbon Capture, Removal, Utilization and Storage (CCRUS) Program. SB 905 would require CARB to adopt regulations by 2025 for a unified permit application for the construction and operation of carbon dioxide capture, removal or sequestration projects. The bill requires CARB to create a public database to track the deployment of CCRUS technologies and CCRUS projects throughout the state. This bill is contingent on the enactment of AB 1279 (Muratsuchi), above. This bill passed both houses and will now go to the Governor for his signature.

AB 1757 (C. Garcia and R. Rivas) – This bill would require the Natural Resources Agency, in collaboration with CARB and other state entities, to determine a range of targets by January 1, 2024, for natural carbon sequestration and for nature-based climate solutions that reduce GHG emissions for 2030, 2038 and 2045, to support state goals to achieve carbon neutrality and foster climate adaptation and resilience. This bill passed both houses and will now go to the Governor for his signature.

5. Clean Energy Targets

SB 1020 (Laird, Atkins) – In 2018, SB 100 (de Leon, 2018) was signed into law that required 100 percent of retail sales of electricity to California end-use customers and all state agencies to be generated from renewable and zero emission energy resources by Dec. 31, 2045. This bill would establish interim steps toward that goal, such that renewable energy and zero-carbon resources supply at least:

- 90 percent of all retail sales of electricity by Dec. 31, 2035,
- 95 percent of all retail sales of electricity by Dec. 31, 2040, and
- 100 percent of all retail sales of electricity by Dec. 31, 2045.

Additionally, SB 1020 requires all state agencies to purchase 100 percent zero carbon electricity for themselves by 2035. This is specifically important for the State Water Project, which uses electricity to pump water over mountain ranges to Southern California and allows an extra five years for (until 2040) to come into compliance.

Lastly, the bill requires CARB, as part of its public outreach process for the development of its Scoping Plan, to conduct public workshops in “areas designated as federal extreme nonattainment.” This builds upon the existing requirement in AB 32 (Nunez, 2006) to conduct a portion of those workshops in regions that have the most exposure to pollutants and/or communities with minority or low-income populations, or both. This bill passed both houses and will now go to the Governor for his signature.

Additional Bills of Interest:

SB 846 (Dodd, Cunningham) – This bill would invalidate the Public Utility Commission’s approval of the retirement of Diablo Canyon Powerplant’s two units from 2024 and 2025 and extend them to 2029 and 2030. The bill would make \$1.4 billion available to the Department of Water Resources for the purpose of being loaned out to facilitate the extension of the operating period of the Diablo Canyon powerplant. This bill passed both houses and will now go to the Governor for his signature.

AB 2438 (Friedman) – This bill requires several state transportation programs to incorporate strategies from the Climate Action Plan for Transportation Infrastructure (CAPTI) into various transportation funding program guidelines. CAPTI is an administrative document developed by the State Transportation Agency that details how California can invest its discretionary transportation dollars to combat and adapt to climate change while supporting public health, safety, and equity goals. This bill passed both houses and is now waiting for the Governor’s signature or veto.

What is next?

Candidates who win their elections in November will be sworn-in when the Legislature convenes for the 2023-2024 legislative session on Monday, Dec. 5, 2022.



FISCAL IMPACT:

Work associated with the staff report on “End of Legislative Session Update/ Climate Package Update” is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 6
REPORT

Southern California Association of Governments
Remote Participation Only
September 20, 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: Policy Statement Discussion - Discuss Potential Policy Statement
that Expresses Concerns Relating to the State Legislature's
Encroachment on Local Land Use Authority

RECOMMENDED ACTION:

Staff recommends that Committee Members discuss and possibly draft a policy statement that expresses concerns relating to the State Legislature’s encroachment on local land use authority. If the Committee finds consensus on a draft policy statement, it may wish to direct staff to include it in the draft 2023 State and Federal Legislative Platform or in other future advocacy materials, as appropriate.

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:

At the August 16, 2022 meeting of the Legislative/Communications and Membership (LCMC), Chair Huang directed staff to place an item on a future agenda that would afford Committee Members an opportunity to discuss the possibility of making a policy statement that expresses concerns relating to the State Legislature’s encroachment on local land use authority.

BACKGROUND:

At the August 16, 2022 meeting of the Legislative Communications and Membership (LCMC), Chair Huang directed staff to place an item on a future agenda that would afford Committee Members an opportunity to discuss the possibility of making a policy statement that expresses concerns relating to the State Legislature’s encroachment on local land use authority.

On an annual basis, the LCMC reviews and recommends to the Regional Council a state and federal legislative platform. Staff anticipates that the LCMC will review a draft update to the legislative platform as an informational item at its November 15, 2022 meeting and as an action item at its December 20, 2022 meeting. Any policy statement that expresses concerns relating to the State

Legislature's encroachment on local land use authority could be included in SCAG's 2023 State and Federal Legislative Platform.

Currently, point number eight of the Affordable Housing and Housing Production plank of the Regional Council-adopted 2022 State and Federal Legislative Platform, expresses support as follows:

- While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.

RECOMMENDATION:

Staff recommends that Committee Members discuss this topic. If the Committee finds consensus on a draft policy statement, it may wish to direct staff to include it in the draft 2023 State and Federal Legislative Platform or include it in other future advocacy materials, as appropriate.

FISCAL IMPACT:

Work associated with the Policy Statement Discussion staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.