



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

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MEETING OF THE

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

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

***Tuesday, March 21, 2023
8:30 a.m. – 10:00 a.m.***

To Attend In-Person:

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

To Attend and Participate on Your Computer:

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

To Attend and Participate by Phone:

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

PUBLIC ADVISORY

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

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



Instructions for Attending the Meeting

SCAG is providing multiple options to attend the meeting:

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017. The meeting will take place in the Policy B Meeting Room on the 17th floor starting at 8:30 a.m.

To Attend 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.

To Attend by Phone

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

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

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Instructions for Participating and Public Comments

You may participate and submit public comments in three (3) ways:

1. **In Writing**: Submit written comments via email to: ePublicComment@scag.ca.gov by **5pm on Monday, March 20, 2023** 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, March 20, 2023 will be announced and included as part of the official record of the meeting.
2. **Remotely**: 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. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.
3. **In-Person**: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda. 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.

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

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE MEETING AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p>Cindy Allen Long Beach City Hall 11th Floor 411 W Ocean Blvd Long Beach, CA 90802</p>	<p>Wendy Bucknum 16800 Aston Suite 200 Irvine, CA 92606</p>
<p>Clint Lorimore Eastvale City Hall 12363 Limonite Avenue, #910 Eastvale, CA 91752</p>	<p>Curt Hagman District Office 14010 City Center Drive Chino Hills, CA 91709</p>
<p>Jan Harnik Palm Desert City Hall 73-510 Fred Waring Driver Palm Desert, CA 92260</p>	<p>Laura Hernandez 2620 Captains Avenue Port Hueneme, CA 93041</p>
<p>Patricia Lock Dawson Riverside City Hall 7th Floor Conference Room Riverside, CA 92522</p>	<p>Ray Marquez 15922 Old Carbon Road Chino Hills, CA 91709</p>
<p>Deborah Robertson 1013 N. Evaline Court Rialto, CA 92376</p>	<p>David J. Shapiro 100 Civic Center Way Calabasas, CA 91302</p>
<p>Jose Luis Solache Lynwood City Hall Conference Room 11330 Bullis Road Lynwood, CA 90262</p>	<p>Donald P. Wagner County Administration North Multipurpose Room 101 400 West Civic Center Drive Santa Ana, CA 92701</p>
<p>Alan Wapner Ontario City Hall 303 East B Street Ontario, CA 91764</p>	



LCMC - Legislative/Communications and Membership Committee
Members – March 2023

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

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy B Room
Los Angeles, CA 90017
Tuesday, March 21, 2023
8:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Jose Luis Solache, Chair)

GENERAL INFORMATION FOR PUBLIC COMMENTS

Members of the public can participate in the meeting via written or verbal comments. Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received by 5pm on Monday, March 20, 2023 will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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

For members of the public participating in-person, Public Comment Cards are available. For members of the public attending remotely, please wait for the presiding officer to call the item and then indicate your interest in offering public comment by using the "raise hand" function on your computer or pressing *9 on your telephone.

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 upon with one motion and there will be no separate discussion of these items unless a member of the committee so requests, in which event, the item will be considered separately.

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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



REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – February 21, 2023

PPG. 7

Receive and File

2. Legislative Tracking Report
3. March Legislative Advocacy Update

PPG. 13

PPG. 61

ACTION ITEM

4. Early Legislative Bills - Support
(David Angel, Legislative Affairs Analyst)

PPG. 81

RECOMMENDED ACTION:

Staff recommends support for Assembly Bill (AB) 57 (Kalra), AB 413 (Lee), AB 557 (Hart), AB 591 (Gabriel), AB 610 (Holden), AB 761 (Friedman), AB 824 (Calderon), Senate Bill (SB) 393 (Glazier), SB 695 (Gonzalez), SB 835 (Limón), and Senate Concurrent Resolution (SCR) 13 (Roth)

5. Housing & Transportation Bills of Interest
(Kevin Gilhooley, Legislation Manager)

PPG. 97

RECOMMENDED ACTION:

Staff recommends the Legislative/Communications and Membership Committee forward a “support” position on AB 930 (Friedman) and a “watch” position on ABs 6 & 7 (Friedman), AB 1335 (Zbur), SB 405 (Cortese), SB 423 (Wiener), and SB 670 (Allen)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Director of Government and Public Affairs)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, FEBRUARY 21, 2023

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

The Legislative/Communications and Membership Committee (LCMC) of the Southern California Association of Governments (SCAG) held its regular meeting 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

Jose Luis Solache (Chair)	<i>Lynwood</i>	District 26
Patricia Lock Dawson (Vice Chair)	<i>Riverside</i>	District 68
Cindy Allen	<i>Long Beach</i>	District 30
Wendy Bucknum	<i>Mission Viejo</i>	District 13
Margaret Finlay	<i>Duarte</i>	District 35
Curt Hagman		San Bernardino County
Laura Hernandez	<i>Port Hueneme</i>	District 45
Clint Lorimore	<i>Eastvale</i>	District 4
Ray Marquez	<i>Chino Hills</i>	District 10
Gil Rebollar	<i>Brawley</i>	District 1
Deborah Robertson	<i>Rialto</i>	District 8
David J. Shapiro	<i>Calabasas</i>	District 44
Alan Wapner		SBCTA

MEMBERS NOT PRESENT

Jan Harnik	RCTC
Donald P. Wagner	Orange County

CALL TO ORDER



Chair Jose Luis Solache called the meeting to order at 8:31 a.m. and called upon Hon. Laura Hernandez, Port Hueneme, District 45, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PRESENTATION

(Hon. Maria Elena Durazo, Member, Senate Committee on Budget and Fiscal Review and Chair, Subcommittee 5 on Corrections, Public Safety, Judiciary, Labor and Transportation)

Chair Solache introduced Senator Maria Elena Durazo (D-Los Angeles), who provided the committee members with an update on the 2023-24 State Budget and the impacts of an estimated budget gap of 20 to 30 billion dollars. She mentioned the Governor's proposals consisted of triggers, restoration, and delays and that the Legislature was still working on its proposal and priorities. Senator Durazo spoke mainly on transportation, the proposed reduction in transit funding, and how it would affect climate, jobs, and the local communities. She also briefly touched on the court system, how they would face many evictions, and how the homelessness issue could be avoided.

Chair Solache opened the floor to the committee members for questions or comments. Senator Durazo acknowledged all questions asked by the committee members and answered them accordingly. The meeting video is also available on the SCAG website to view the entire presentation.

PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS

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

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

REVIEW AND PRIORITIZE AGENDA ITEM

There were no prioritized agenda items.

CONSENT CALENDAR

Approval Item

1. Minutes of the Meeting – January 17, 2023

-
2. SCAG Memberships and Sponsorships
 3. LCMC 2023 Calendar of Meetings

Receive and File

4. Legislative Tracking Report

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

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

A MOTION was made (Finlay) to approve Consent Calendar Items 1 through 4. The MOTION was SECONDED (Shapiro) and APPROVED by a majority roll call vote as follows:

AYES: Finlay, Hernandez, Lock Dawson, Lorimore, Rebollar, Robertson, Shapiro, Solache, and Wapner (9)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEM

5. February Legislative Advocacy Update

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

Mr. Francisco J. Barajas, Sr. Legislative Affairs Analyst, provided the committee with an update on SCAG's most recent legislative advocacy efforts, including Executive and Board participation at the National Conference of Regions in Washington D.C., organized by the National Association of Regional Councils (NARC) and the Mobility 21 Delegation trip, in Sacramento. Mr. Barajas also spoke on the legislative advocacy meetings with members of our state and federal delegation, and the distribution of project support letters for grant applications. He concluded his presentation by sharing SCAG hosted Southern California Legislative Roundtable (SCLR) in February, of which he serves as Chair.

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

Hon. Margaret Finlay inquired about the process for selecting legislative advocacy meetings. Mr. Gilhooley acknowledged the question and addressed it accordingly.

With no additional questions or comments from the Committee, Chair Solache moved on to item 6.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

6. Sacramento Summit and State Legislative Priorities

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

Mr. Kevin Gilhooley, State & Federal Legislative Affairs Manager, began his presentation by informing the Committee members the 2023 Sacramento Summit would be taking place on Monday and Tuesday, April 17 and 18, 2023, at the Hyatt Centric Downtown Sacramento. During his presentation, he reviewed a proposed agenda.

Mr. Gilhooley also presented the following four (4) legislative priorities that staff recommends for the April Sacramento Summit, including: 1) Protect Transportation Budget Priorities; 2) Housing Progress in Southern California; 3) Recognize the Role that Regions Play in Achieving the State's Climate Goals; and 4) CEQA Modernization Task Force. Mr. Gilhooley noted Staff is requesting this remain an informational item and requested feedback for discussion.

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

Hon. Laura Hernandez, Port Hueneme, District 45, inquired about homelessness and where that could be found in the Legislative Priorities. Mr. Gilhooley noted homelessness is inextricably linked to the housing affordability crisis, and SCAG relates to that topic through its work on the RHNA program and by providing tools to local jurisdictions to identify sites for affordable housing.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

GOVERNMENT AND PUBLIC AFFAIRS DIVISION UPDATE

Ms. Javiera Cartagena, Chief Government and Public Affairs Officer, began her remarks by announcing that CALCOG will host its 2023 Regional Leadership Forum at the Riverside Convention



Center from March 5 to 7, 2023. She provided insight into the topics that would be discussed at the conference and listed some of the speakers.

Ms. Cartagena concluded her presentation by briefly introducing Mr. Eric Rodriguez, SCAG's new Government Affairs Officer.

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

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, Chair Solache adjourned the Legislative/Communications and Membership Committee meeting at 9:40 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																	Total Mtgs Attended YTD
MEMBERS	CITY	Representing	MAY	JUN	JULY	AUG	SEPT	OCT (Dark)	NOV	DEC	JAN	FEB	MAR	APR	MAY		
Hon. Jose Luis Solache, Chair	Lynwood	District 26	1	1	1	1	1		1	1	1	1				9	
Hon. Cindy Allen	Long Beach	District 30	1	1	1		1		1		1	1				7	
Hon. Wendy Bucknum	Mission Viejo	District 13										1				1	
Hon. Margaret Finlay	Duarte	District 35		1	1	1	1			1	1	1				7	
Sup. Curt Hagman		San Bernardino County	1			1	1				1	1				5	
Hon. Jan Harnik		RCTC	1	1	1	1	1		1	1	1					8	
Hon. Laura Hernandez	Port Hueneme	District 45										1				1	
Hon. Patricia Lock Dawson, Vice Chair	Riverside	District 68	1	1	1	1	1		1	1		1				8	
Hon. Clint Lorimore	Eastvale	District 4	1	1	1	1	1		1	1		1				8	
Hon. Ray Marquez	Chino Hills	District 10	1	1	1	1	1		1	1	1	1				9	
Hon. Gil Rebolgar	Brawley	District 1										1				1	
Hon. Deborah Roberston	Rialto	District 8		1		1	1		1	1	1	1				7	
Hon. David J. Shapiro	Calabasas	District 44	1	1	1	1	1		1	1	1	1				9	
Sup. Donald P. Wagner		Orange County		1	1	1	1		1		1					6	
Hon. Alan Wapner		SBCTA	1	1	1	1	1		1	1	1	1				9	



AGENDA ITEM 2 REPORT

Southern California Association of Governments
March 21, 2023

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Legislative Tracking Report

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Legislative Tracking Report is provided to keep the Legislative/Communications and Membership Committee (LCMC) apprised of the bills in Sacramento that have a nexus to the Regional Council’s adopted Legislative Platform. The attached report includes 191 such legislative bills.

BACKGROUND:

SCAG’s Legislative Tracking Report serves as a resource for the Committee to remain informed on bills moving through the legislative process in Sacramento. Currently, the Report tracks 191 measures that have a nexus to the Regional Council’s adopted 2023 State and Federal Legislative Platform.

The California Legislature reconvened on January 4, 2023, and kick started the 2023-2024 Legislative Session. January 10, 2023 was the deadline for the Governor to Submit the Budget. The Governor released his \$297 billion budget blueprint with a projected \$22.5 billion deficit on January 10, 2023. The legislative session passed various important deadlines in January and February, and importantly, the bill introduction deadline lapsed on February 17, 2023. While there are not many upcoming deadlines, the legislative session will continue to ramp up as we approach critical budgetary and legislative deadlines in April, May, and June. However, legislators will head to back to their Districts during the week-long Spring Recess beginning on March 30 and reconvene on April 10, 2023.

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

Date	Deadline
February 17, 2023	Bill introduction deadline.
March 30, 2023	Spring Recess begins upon adjournment
April 10, 2023	Legislature reconvenes from Spring Recess
April 17-18, 2023	Tentative date for SCAG Sacramento Summit
April 28, 2023	Last day for policy committees to report fiscal bills to fiscal committees in their house of origin.
May 5, 2023	Last day for policy committees to report non-fiscal bills to the floor in their house of origin.

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 - 03212023 - Legislative Tracking Report - SCAG Bill Report

SCAG Bill Report

3/14/2023

[AB 12](#)

(Haney D) Tenancy: security deposits.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 1/26/2023-Referred to Com. on JUD.

Location: 1/26/2023-A. JUD.

Calendar: 3/28/2023 9 a.m. - State Capitol, Room 437 ASSEMBLY JUDICIARY, MAIENSCHIN, BRIAN, Chair

Summary: Current law regulates the terms and conditions of residential tenancies, and prohibits a landlord from demanding or receiving security for a rental agreement for residential property, however denominated, in an amount or value in excess of an amount equal to 2 months' rent, in the case of unfurnished residential property, and an amount equal to 3 months' rent, in the case of furnished residential property, in addition to any rent for the first month paid on or before initial occupancy. This bill would instead prohibit a landlord from demanding or receiving security for a rental agreement for residential property in an amount or value in excess of an amount equal to one month's rent, regardless of whether the residential property is unfurnished or furnished, in addition to any rent for the first month paid on or before initial occupancy.

[AB 22](#)

(Gipson D) Mobilehomes: mobile coaches.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 12/6/2022-From printer. May be heard in committee January 5.

Location: 12/5/2022-A. PRINT

Summary: Would express the intent of the Legislature to enact legislation that would classify motor coaches that are parked in a mobilehome park for a period of time that satisfies residency requirements as mobilehome properties to give mobile coach owners the ability to build home equity. The bill would state findings and declarations in that regard.

[AB 42](#)

(Ramos D) Tiny homes: fire sprinkler requirements.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 1/26/2023-Referred to Coms. on H. & C.D. and L. GOV.

Location: 1/26/2023-A. H. & C.D.

Summary: Current law prohibits a local agency from requiring an accessory dwelling unit to provide fire sprinklers, if they are not required for the primary residence. This bill would prohibit a local agency from imposing or enforcing any requirement to provide fire sprinklers for any dwelling with a total floor area of less than 500 square feet.

[AB 49](#)

(Soria D) Affordable housing.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 12/6/2022-From printer. May be heard in committee January 5.

Location: 12/5/2022-A. PRINT

Summary: Would express the intent of the Legislature to enact legislation that would increase the supply of affordable housing and reduce homelessness.

[AB 57](#)

(Kalra D) California Pocket Forest Initiative.

Current Text: Introduced: 12/6/2022 [html](#) [pdf](#)

Introduced: 12/6/2022

Status: 3/13/2023-VOTE: Do pass and be re-referred to the Committee on [Appropriations] (PASS)

Location: 3/13/2023-A. APPR.

Summary: Would establish the California Pocket Forest Initiative in the Department of Forestry and Fire Protection and would authorize the department to coordinate implementation of the initiative in conjunction with the act. Upon an appropriation by the Legislature, the bill would authorize the department to provide grants to cities, counties, districts, nonprofit organizations, and public schools to establish pocket forests on public lands, as provided. The bill would require the department to prioritize disadvantaged communities and communities that lack publicly accessible green space for these grants. The bill would require the department to partner with one or more academic institutions to test, and submit a report on or before January 1, 2030, to the Legislature that evaluates, the applicability and effectiveness of the Miyawaki method, as defined, to restore degraded lands and

reforest urban areas in multiple regions throughout California. The bill would repeal these provisions on January 1, 2031.

[AB 59](#)

(Gallagher R) Taxation: renter's credit.

Current Text: Amended: 2/13/2023 [html](#) [pdf](#)

Introduced: 12/6/2022

Last Amend: 2/13/2023

Status: 2/14/2023-Re-referred to Com. on REV. & TAX.

Location: 1/26/2023-A. REV. & TAX

Summary: The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2021, the adjusted gross income limit is \$87,066 and \$43,533, respectively. This bill, for taxable years beginning on or after January 1 of the taxable year that includes the date on which funding is first authorized for purposes of this bill and for the succeeding 4 taxable years, and only when specified in a bill relating to the Budget Act, would extend the above-described renter's credit to spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$150,000, as adjusted, or less, and for other individuals if adjusted gross income is \$75,000 as adjusted, or less. The bill would also increase the credit amount for those years to \$2,000 for spouses filing joint returns, heads of households, and surviving spouses and \$1,000 for other individuals.

[AB 62](#)

(Mathis R) Statewide water storage: expansion.

Current Text: Amended: 2/27/2023 [html](#) [pdf](#)

Introduced: 12/6/2022

Last Amend: 2/27/2023

Status: 2/28/2023-Re-referred to Com. on W., P., & W.

Location: 1/26/2023-A. W.,P. & W.

Summary: Would establish a statewide goal to increase above- and below-ground water storage capacity by a total of 3,700,000 acre-feet by the year 2030 and a total of 4,000,000 acre-feet by the year 2040. The bill would require the State Water Resources Control Board, in consultation with the Department of Water Resources, to design and implement measures to increase statewide water storage to achieve the statewide goal. The bill would require the state board, beginning July 1, 2027, and on or before July 1 every 2 years thereafter until January 1, 2043, in consultation with the department, to prepare and submit a report to the Legislature on the progress made in designing and implementing measures to achieve the statewide goal.

[AB 67](#)

(Muratsuchi D) Homeless Courts Pilot Program.

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

Introduced: 12/7/2022

Last Amend: 3/13/2023

Status: 3/13/2023-From committee chair, with author's amendments: Amend, and re-refer to Com. on JUD. Read second time and amended.

Location: 2/14/2023-A. JUD.

Calendar: 3/21/2023 9 a.m. - State Capitol, Room 437 ASSEMBLY JUDICIARY, MAIENSCHIN, BRIAN, Chair

Summary: Would, upon an appropriation by the Legislature, create the Homeless Courts Pilot Program, which would remain in effect until January 1, 2029, to be administered by the Judicial Council for the purpose of providing comprehensive community-based services to achieve stabilization for, and address the specific legal needs of, homeless individuals who are involved with the criminal justice system. The bill would require applicant cities or counties seeking grant funds to provide a number of specified services or program components, including, but not limited to, a diversion program enabling participating defendants to have specified charges dismissed upon completion of a program, provision of temporary, time-limited, or permanent housing during the duration of the program, and a dedicated representative to assist defendants with housing needs. The bill would require an applicant for grant funding under the program to submit a plan for a new homeless court program or expansion of an existing homeless court program, and would require any funding awarded to an applicant to be used in accordance with that plan.

[AB 68](#)

(Ward D) Housing.

Current Text: Introduced: 12/8/2022 [html](#) [pdf](#)

Introduced: 12/8/2022

Status: 1/4/2023-Read first time.

Location: 12/8/2022-A. PRINT

Summary: The Planning and Zoning Law, requires each city, county, and city and county to prepare

and adopt a general plan that contains certain mandatory elements, including a housing element. Current law defines several terms for the purposes of these provisions. This bill would make nonsubstantive changes to those definitions.

[AB 84](#)

(Ward D) Property tax: welfare exemption: affordable housing.

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

Introduced: 12/16/2022

Last Amend: 3/7/2023

Status: 3/8/2023-Re-referred to Com. on H. & C.D.

Location: 2/2/2023-A. H. & C.D.

Calendar: 3/29/2023 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, BUFFY, Chair

Summary: Current property tax law, in accordance with the California Constitution, provides for a "welfare exemption" for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Under current property tax law, property that meets these requirements that is used exclusively for rental housing and related facilities is entitled to a partial exemption, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving lower income households represents of the total number of residential units, in any year that any of certain criteria apply, including that the acquisition, rehabilitation, development, or operation of the property, or any combination of these factors, is financed with tax-exempt mortgage revenue bonds or general obligation bonds, or is financed by local, state, or federal loans or grants and the rents of the occupants who are lower income households do not exceed those prescribed by deed restrictions or regulatory agreements pursuant to the terms of the financing or financial assistance. This bill would expand this partial exemption to property acquired, rehabilitated, developed, or operated, or any combination of these factors, with financing from qualified 501(c)(3) bonds, as defined.

[AB 241](#)

(Reyes D) Clean Transportation Program.

Current Text: Introduced: 1/13/2023 [html](#) [pdf](#)

Introduced: 1/13/2023

Status: 1/14/2023-From printer. May be heard in committee February 13.

Location: 1/13/2023-A. PRINT

Summary: The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates 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. This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.

[AB 251](#)

(Ward D) California Transportation Commission: vehicle weight safety study.

Current Text: Amended: 3/2/2023 [html](#) [pdf](#)

Introduced: 1/18/2023

Last Amend: 3/2/2023

Status: 3/6/2023-Re-referred to Com. on TRANS.

Location: 2/2/2023-A. TRANS.

Calendar: 3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

Summary: Would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and degradation to roads, and to study the costs and benefits of imposing a passenger vehicle weight fee, or restructuring an existing fee to include consideration of vehicle weight. The bill would require the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature, as specified.

[AB 281](#)

(Grayson D) Planning and zoning: housing: postentitlement phase permits.

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

Introduced: 1/24/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on L. GOV.

Location: 2/2/2023-A. L. GOV.

Calendar: 3/22/2023 1:30 p.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, CECILIA, Chair

Summary: Would require a special district that receives an application for a postentitlement phase permit, as specified, to provide written notice to the applicant or local agency of additional information that may be required to begin to review the application for service or approval or next steps in the review process. The bill would require the special district to provide this notice within 30 business days.

of receipt of the application for a housing development with 25 units or fewer, and within 60 business days for a housing development with more than 25 units. By imposing additional duties on special districts, the bill would impose a state-mandated local program.

AB 287 (Garcia D) California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: competitive grant programs: funding objectives.

Current Text: Introduced: 1/24/2023 [html](#) [pdf](#)

Introduced: 1/24/2023

Status: 3/13/2023-VOTE: Do pass and be re-referred to the Committee on [Appropriations] (PASS)

Location: 3/13/2023-A. APPR.

Summary: Current law requires the moneys from the Greenhouse Gas Reduction Fund to be used to facilitate the achievement of reductions of greenhouse gas emissions consistent with the California Global Warming Solutions Act of 2006 and, where applicable and to the extent feasible, to maximize economic, environmental, and public health benefits to the state, among other goals. This bill, beginning July 1, 2025, would require state agencies administering competitive grant programs that allocate moneys from the fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to provide for a specified application timeline, and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications.

AB 295 (Fong, Vince R) Department of Transportation: maintenance projects.

Current Text: Introduced: 1/25/2023 [html](#) [pdf](#)

Introduced: 1/25/2023

Status: 2/9/2023-Referred to Com. on TRANS.

Location: 2/9/2023-A. TRANS.

Summary: Would authorize the Department of Transportation to enter into agreements with local governmental entities, fire departments, fire protection districts, fire safe councils, and tribal entities to perform specified projects authorized by the department on roadways managed by the department, including activities related to roadside maintenance and the removal and clearing of material, as provided.

AB 350 (Aguiar-Curry D) Regional transportation plans: Sacramento Area Council of Governments.

Current Text: Introduced: 1/31/2023 [html](#) [pdf](#)

Introduced: 1/31/2023

Status: 2/9/2023-Referred to Coms. on TRANS. and NAT. RES.

Location: 2/9/2023-A. TRANS.

Summary: Current law requires certain transportation planning agencies, including the Sacramento Area Council of Governments (SACOG), to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. This bill would require the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by the SACOG on November 18, 2019, to remain in effect for all purposes until the SACOG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2025. The bill would provide that a specified update to the regional transportation plan adopted by the SACOG for purposes of compliance with certain federal laws is not a project for purposes of the California Environmental Quality Act (CEQA), thereby exempting this update from CEQA.

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

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

Introduced: 2/2/2023

Status: 2/9/2023-Referred to Com. on TRANS.

Location: 2/9/2023-A. TRANS.

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

Attachment: 02a - LCMC - 03212023 - Legislative Tracking Report - SCAG Bill Report (Legislative Tracking Report)

AB 397 (Essayli R) California Global Warming Solutions Act of 2006: scoping plan.

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

Introduced: 2/2/2023

Status: 3/13/2023-VOTE: Reconsideration. (PASS)

Location: 2/9/2023-A. NAT. RES.

Summary: The State Air Resources Board is required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan.

AB 411 (Bennett D) Transportation: trails.

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

Introduced: 2/2/2023

Status: 3/8/2023-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 2/17/2023-A. TRANS.

Summary: Current law states the intent of the Legislature to annually allocate \$7,000,000 to the Environmental Enhancement and Mitigation Program Fund to provide grants to local, state, and federal agencies and nonprofit entities to undertake certain environmental enhancement and mitigation projects, including, but not limited to, urban forestry projects, acquisition or enhancement of resource lands, and projects to mitigate the impact of proposed transportation facilities or to enhance the environment. This bill would revise that statement of legislative intent to instead allocate \$10,000,000 annually for that purpose.

AB 413 (Lee D) Vehicles: stopping, standing, and parking.

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

Introduced: 2/2/2023

Status: 2/9/2023-Referred to Com. on TRANS.

Location: 2/9/2023-A. TRANS.

Calendar: 3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

Summary: Current law prohibits the stopping, standing, or parking of a vehicle in certain places and under certain conditions, including within an intersection, on a sidewalk or crosswalk, or in front of a fire station. Current law additionally authorizes local jurisdictions to, by ordinance, restrict parking in certain areas, at certain times, and for certain reasons, and to establish metered parking. This bill would prohibit the stopping, standing, or parking of a vehicle within 20 feet of any unmarked or marked crosswalk.

AB 426 (Jackson D) Department of Housing and Community Development: housing plan: reporting.

Current Text: Introduced: 2/6/2023 [html](#) [pdf](#)

Introduced: 2/6/2023

Status: 2/17/2023-Referred to Com. on H. & C.D.

Location: 2/17/2023-A. H. & C.D.

Calendar: 3/29/2023 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, BUFFY, Chair

Summary: Would require the Department of Housing and Community Development to develop a plan for the state to keep pace with building infrastructure and housing units during an economic downturn on or before January 1, 2025, as specified. The bill would require the department to submit the plan to the Senate Housing Committee and the Assembly Committee on Housing and Community Development on or before December 1, 2026.

AB 430 (Bennett D) Affordable housing.

Current Text: Introduced: 2/6/2023 [html](#) [pdf](#)

Introduced: 2/6/2023

Status: 2/7/2023-From printer. May be heard in committee March 9.

Location: 2/6/2023-A. PRINT

Summary: Current 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 and requires that the plan include a land use element that addresses housing. Current law states legislative findings and declarations regarding the need for affordable housing and the need to encourage development of new housing. This bill would make nonsubstantive changes in those legislative findings and declarations.

AB 440

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

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

Introduced: 2/6/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on H. & C.D.

Location: 3/9/2023-A. H. & C.D.

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 certain types of housing. Current law provides for the calculation of the amount of density bonus for each type of housing development that qualifies under these provisions. Current law defines the term "density bonus" for these purposes to mean a density increase over the otherwise maximum allowable gross residential density as of the date of the application, as described. Current law defines the term "maximum allowable residential density" for these purposes to mean the maximum number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan, or, if a range of density is permitted, the maximum number of units allowed by the specific zoning range, specific plan, or land use element of the general plan applicable to the project. Current law provides under that definition that if the density allowed under the zoning ordinance is inconsistent with the density allowed under the land use element of the general plan or specific plan, the greater density prevails. This bill would remove from the definition of "maximum allowable residential density" the provision stating that the greater density prevails if the density allowed under the zoning ordinance is inconsistent with the density allowed under the land use element of the general plan or specific plan.

AB 463

(Hart D) Electricity: prioritization of service: public transit vehicles.

Current Text: Introduced: 2/6/2023 [html](#) [pdf](#)

Introduced: 2/6/2023

Status: 2/17/2023-Referred to Com. on U. & E.

Location: 2/17/2023-A. U. & E.

Calendar: 3/22/2023 1:30 p.m. - State Capitol, Room 437 ASSEMBLY UTILITIES AND ENERGY, GARCIA EDUARDO, Chair

Summary: Current law requires the Public Utilities Commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Current law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles.

AB 499

(Rivas, Luz D) Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.

Current Text: Introduced: 2/7/2023 [html](#) [pdf](#)

Introduced: 2/7/2023

Status: 2/17/2023-Referred to Com. on L. GOV.

Location: 2/17/2023-A. L. GOV.

Calendar: 3/22/2023 1:30 p.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, CECILIA, Chair

Summary: Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization. The bill would require the authority, on or before January 1, 2028, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. These provisions would be repealed on January 1, 2029.

AB 516

(Ramos D) Mitigation Fee Act: fees for improvements: timeline for expenditure.

Current Text: Introduced: 2/7/2023 [html](#) [pdf](#)

Introduced: 2/7/2023

Status: 2/17/2023-Referred to Coms. on L. GOV. and H. & C.D.

Location: 2/17/2023-A. L. GOV.

Summary: The Mitigation Fee Act, requires a local agency that establishes, increases, or imposes a fee

as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The Mitigation Fee Act also imposes additional requirements for fees imposed to provide for an improvement to be constructed to serve a development project, or which is a fee for public improvements, as specified, including that the fees be deposited in a separate capital facilities account or fund. This bill would require a local agency that requires a qualified applicant, as described, to deposit fees for improvements, as described, into an escrow account as a condition for receiving a conditional use permit or equivalent development permit to expend the fees within a reasonable time of the deposit. The bill would require any fees not expended within this period to be returned to the qualified applicant that originally deposited the fees.

AB 519 **(Schiavo D) Affordable housing: consolidated funding application process.**

Current Text: Introduced: 2/7/2023 [html](#) [pdf](#)

Introduced: 2/7/2023

Status: 2/17/2023-Referred to Com. on H. & C.D.

Location: 2/17/2023-A. H. & C.D.

Summary: Would require the Department of Housing and Community Development, by July 1, 2024, to establish a workgroup to develop a consolidated application for the purposes of obtaining grants, loans, tax credits, credit enhancement, and other types of financing for building affordable housing, and developing a coordinated review process for the application. The bill would require the workgroup to include representatives of the department, the California Housing Finance Agency, the California Tax Credit Allocation Committee, and the California Debt Limit Allocation Committee. The bill would require the workgroup to identify a lead agency by October 1, 2024 to receive the application and to work directly with applicants and specify the responsibilities of the lead agency. The bill would require the application to follow certain procedures.

AB 540 **(Wicks D) Social Service Transportation Improvement Act: coordinated transportation services agencies.**

Current Text: Introduced: 2/8/2023 [html](#) [pdf](#)

Introduced: 2/8/2023

Status: 3/2/2023-Referred to Coms. on TRANS. and REV. & TAX.

Location: 3/2/2023-A. TRANS.

Calendar: 3/27/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

Summary: The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services, including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds. This bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies.

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

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

Introduced: 2/9/2023

Last Amend: 3/13/2023

Status: 3/13/2023-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Location: 2/17/2023-A. TRANS.

Calendar: 3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

Summary: Would require an electric vehicle charging station that requires payment of a fee to allow a person desiring to use the station to pay via credit card. The bill would require that any electric vehicle service equipment that is capable of charging a light-duty electric vehicle and is installed or substantially retrofitted, as defined, except for private use at a single-family residence or multifamily residence, include universal connectors, as defined, and be publicly accessible, including by enabling a person desiring to use the electric vehicle charging station to pay via credit card.

AB 610 **(Holden D) Youth Transit Pass Pilot Program: free youth transit passes.**

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 2/17/2023-Referred to Com. on TRANS.

Location: 2/17/2023-A. TRANS.

Summary: Would, upon the appropriation of moneys by the Legislature, create the Youth Transit Pass Pilot Program, administered by the Department of Transportation, 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. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2028 on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided.

[AB 627](#) (Jackson D) Heavy-duty trucks: grant program: operating requirements.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 3/8/2023-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 2/17/2023-A. TRANS.

Summary: Would prohibit, on and after January 1, 2030, a person from operating a diesel-fueled heavy-duty truck on the city streets or county roads located in the Counties of Riverside or San Bernardino, as specified.

[AB 645](#) (Friedman D) Vehicles: speed safety system pilot program.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 2/10/2023-From printer. May be heard in committee March 12.

Location: 2/9/2023-A. PRINT

Summary: Current law establishes a basic speed law that prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent given the weather, visibility, traffic, and highway conditions and in no event at a speed that endangers the safety of persons or property. This bill would state the intent of the Legislature to enact legislation to establish a speed safety system pilot program.

[AB 662](#) (Boerner Horvath D) Federal Broadband Equity, Access, and Deployment Program funds: administration.

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

Introduced: 2/9/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on C. & C.

Location: 3/9/2023-A. C. & C.

Calendar: 3/29/2023 1:30 p.m. - State Capitol, Room 437 ASSEMBLY COMMUNICATIONS AND CONVEYANCE, BOERNER HORVATH, TASHA, Chair

Summary: Pursuant to its current authority, the commission supervises administration of the state's telecommunications universal service programs, including, among others, the California Advanced Services Fund (CASF). Current law requires the commission to develop, implement, and administer the 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 requires the commission to establish specified accounts within the CASF, including, among other accounts, the Broadband Infrastructure Grant Account and the Federal Funding Account. This bill would require the commission, in administering federal Broadband Equity, Access, and Deployment Program funds pursuant to the federal Infrastructure Investment and Jobs Act, to use processes and procedures that are consistent with guidelines adopted by the National Telecommunications and Information Administration for the use of the program funds. The bill would prohibit the commission from imposing any additional rules, processes, procedures, prohibitions, funding prioritizations, or eligibility criteria on any applicant that are not consistent with or explicitly required by the federal guidelines. The bill would require the commission, in exercising any discretion in adopting rules, processes, and procedures to administer program funds, to aim to adopt rules, processes, and procedures that, among other things, use the most robust, granular, and accurate broadband availability data.

[AB 670](#) (Wilson D) Housing.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 2/14/2023-From printer. May be heard in committee March 16.

Location: 2/13/2023-A. PRINT

Summary: Current law authorizes the Department of Housing and Community Development to take specified actions related to housing that include, among other things, investigating housing and

community development in the state, calling conferences to discuss housing and community development problems, studying the operation and enforcement of housing, building, zoning, and subdivision laws, as related to housing and community development, and promoting the formation of organizations intended to increase the supply of adequate housing and the proper living environment for people. This bill would make a nonsubstantive change in that provision.

[AB 713](#)

(Alanis R) General plan: housing elements.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 2/14/2023-From printer. May be heard in committee March 16.

Location: 2/13/2023-A. PRINT

Summary: For a housing element or amendment adopted on or after January 1, 2021, current law requires the planning agency to submit to the Department of Housing and Community Development an electronic copy of its inventory of land suitable for residential development, as developed pursuant to specified law. This bill would make a nonsubstantive change in the above-described provisions relating to the submission of electronic copies of an inventory of land suitable for residential development.

[AB 744](#)

(Carrillo, Juan D) California Transportation Commission: data, modeling, and analytic software tools procurement.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 3/2/2023-Referred to Com. on TRANS.

Location: 3/2/2023-A. TRANS.

Calendar: 3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

Summary: Upon the appropriation of funds by the Legislature, this bill would require the California Transportation Commission to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state's sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified. .

[AB 761](#)

(Friedman D) Transit Transformation Task Force.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 2/23/2023-Referred to Com. on TRANS.

Location: 2/23/2023-A. TRANS.

Calendar: 3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

Summary: Under current law, the Transportation Agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Current law provides for the funding of public transit, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics.

[AB 768](#)

(Boerner Horvath D) Communications: The Office of Broadband and Digital Equity.

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

Introduced: 2/13/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on C. & C.

Location: 3/9/2023-A. C. & C.

Calendar: 3/29/2023 1:30 p.m. - State Capitol, Room 437 ASSEMBLY COMMUNICATIONS AND CONVEYANCE, BOERNER HORVATH, TASHA, Chair

Summary: The Office of Broadband and Digital Literacy oversees the acquisition and management of contracts for the development and construction of, and for the maintenance and operation of, a statewide open-access middle-mile broadband network, as defined, to provide an opportunity for last-mile providers, anchor institutions, and tribal entities to connect to, and interconnect with other

networks and other appropriate connections to, the broadband network to facilitate high-speed broadband service, as specified. This bill would establish within state government the Office of Broadband and Digital Equity. This bill would establish the Office of Broadband and Digital Equity Board with members, as specified. The bill would provide the purpose of the office is to serve as a centralized state office for broadband and digital activities within the state. The bill would also specify the office has the powers and authorities to develop and implement policies to promote broadband service and to protect consumers from unfair business practices relating to broadband services.

[AB 772](#)

(Jackson D) Electric vehicle chargers.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 3/2/2023-Referred to Com. on U. & E.

Location: 3/2/2023-A. U. & E.

Calendar: 4/12/2023 1:30 p.m. - State Capitol, Room 437 ASSEMBLY UTILITIES AND ENERGY, GARCIA EDUARDO, Chair

Summary: Would require the Energy Commission to require, by regulation, that each single-family residence constructed on and after January 1, 2025, include a rapid compact electric vehicle charger and that each multifamily residence constructed on and after January 1, 2025, include sufficient rapid compact electric vehicle chargers to serve at least 10% of its residential capacity at any given time. This bill contains other related provisions and other existing laws.

[AB 776](#)

(Holden D) Route 210.

Current Text: Amended: 3/2/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Last Amend: 3/2/2023

Status: 3/6/2023-Re-referred to Com. on TRANS.

Location: 3/2/2023-A. TRANS.

Calendar: 3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

Summary: Would require the Department of Transportation, through the erection of highway signs and appropriate markers, to provide recognition of the historical and cultural importance of the California Indian tribes local to, or historically located in, the Counties of Los Angeles and San Bernardino. The bill would require the department to work with certain entities, including, but not limited to, California Indian tribes local to, or historically located along, Route 210, to identify appropriate locations for signs to recognize tribal lands along Route 210 in the Counties of Los Angeles and San Bernardino. The bill would specify that Route 210 shall be known and designated as the Southern California Native American Freeway.

[AB 823](#)

(Schiavo D) Clean Transportation Program: eligible projects.

Current Text: Amended: 3/2/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Last Amend: 3/2/2023

Status: 3/6/2023-Re-referred to Com. on TRANS.

Location: 3/2/2023-A. TRANS.

Calendar: 3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

Summary: Current law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding, upon appropriation by the Legislature, 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 and to fund specified eligible projects, including, among others, alternative and renewable fuel infrastructure, fueling stations, and equipment. This bill would expand the list of eligible projects to include, among other things, roadway integrated fueling and parking surface integrated fueling projects.

[AB 824](#)

(Calderon D) Highway greening: statewide strategic plan.

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

Introduced: 2/13/2023

Last Amend: 3/13/2023

Status: 3/13/2023-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Location: 2/23/2023-A. TRANS.

Calendar: 3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

Summary: Would enact the Highway Greening Act, which would require the Department of Transportation to complete a statewide strategic plan, as specified, to achieve at least a 10% increase

of green highways, as defined, in urban areas, disadvantaged communities, and low-income communities by 2035. The bill would require the department to submit the plan to the Legislature and specified committees of the Legislature on or before June 30, 2025.

[AB 832](#) (Cervantes D) California Transportation Commission: membership.

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

Introduced: 2/13/2023

Last Amend: 3/1/2023

Status: 3/2/2023-Re-referred to Com. on TRANS.

Location: 2/23/2023-A. TRANS.

Calendar: 3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

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

[AB 911](#) (Schiavo D) Unlawfully restrictive covenants: affordable housing.

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

Introduced: 2/14/2023

Last Amend: 3/1/2023

Status: 3/2/2023-Re-referred to Com. on H. & C.D.

Location: 2/23/2023-A. H. & C.D.

Summary: Current law permits a person who holds or is acquiring an ownership interest of record in property that the person believes is the subject of an unlawfully restrictive covenant based on, among other things, the number of persons or families who may reside on the property, to record a restrictive covenant modification. Current law entitles the owner of an affordable housing development to establish that an existing restrictive covenant is unenforceable by submitting a restrictive covenant modification document that modifies or removes any existing restrictive covenant language. Before recording the modification document, existing law requires the owner to submit to the county recorder a copy of the original restrictive covenant and any documents the owner believes necessary to establish that the property qualifies as an affordable housing development for purposes of these provisions. As part of this process, existing law requires the county counsel to determine, among other things, if the property qualifies as an affordable housing development and if a modification document may be recorded. If the county counsel has authorized the county recorder to record the modification document, that authorization is required to be noted on the face of the modification or on a cover sheet affixed to it. This bill would require the county recorder to notify the owner of the county counsel's determination within 5 business days so that notice may be given by the owner regarding the authorization to record the modification document. The bill would permit the owner, upon receipt of that notification, to mail copies of the modification documents and related materials by certified mail to anyone who the owner knows has an interest in the property or the restrictive covenant.

[AB 971](#) (Lee D) Vehicles: local ordinances

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 3/9/2023-From committee chair, with author's amendments: Amend, and re-refer to Com. on H & C.D. Read second time and amended.

Location: 3/9/2023-A. H. & C.D.

Summary: Current law authorizes a local authority to permit a portion of any highway within its jurisdiction to be used exclusively for a public mass transit guideway. This bill would additionally authorize a local authority that has designated any such public mass transit guideway, to permit specified vehicles other than public mass transit vehicles, as authorized, to use the portion of the highway so designated.

[AB 980](#) (Friedman D) Active Transportation Program: report.

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

Introduced: 2/15/2023

Last Amend: 3/13/2023

Status: 3/13/2023-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Location: 2/23/2023-A. TRANS.

Calendar: 3/27/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN, LAURA, Chair

Summary: Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and authorizes the commission to amend the adopted guidelines after conducting at least one public hearing. This bill would require an applicant that receives funding under the program for a project to, within one year of completing the project, submit a report to the commission describing how the project met active transportation goals.

AB 981 **(Friedman D) State highways: pilot highway maintenance and rehabilitation demonstration projects.**

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

Introduced: 2/15/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on TRANS.

Location: 2/23/2023-A. TRANS.

Calendar: 3/27/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

Summary: Current law requires the Department of Transportation to improve and maintain the state highways. This bill would require the department, beginning in 2025 and ending in 2032, to use cold in-place recycling or partial depth recycling, as defined, on at least 12 projects each year. The bill would require the department, beginning in 2027 and ending in 2032, to use full depth recycling, as defined, on at least 2 projects each year. The bill would require the department to submit an annual report to the Legislature regarding these projects. The bill would repeal its provisions on January 1, 2034.

AB 986 **(Berman D) General plans.**

Current Text: Introduced: 2/15/2023 [html](#) [pdf](#)

Introduced: 2/15/2023

Status: 2/16/2023-From printer. May be heard in committee March 18.

Location: 2/15/2023-A. PRINT

Summary: The Planning and Zoning Law, among other things, requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and of any land outside its boundaries that relates to its planning, and provides for the adoption and administration of zoning laws, ordinances, rules, and regulations by counties and cities. This bill would make nonsubstantive changes to those provisions.

AB 1000 **(Reyes D) Land use: housing.**

Current Text: Introduced: 2/15/2023 [html](#) [pdf](#)

Introduced: 2/15/2023

Status: 2/16/2023-From printer. May be heard in committee March 18.

Location: 2/15/2023-A. PRINT

Summary: Current law declares the importance of, and general responsibility for, making housing available and affordable for all Californians. This bill would make nonsubstantive changes to those provisions.

AB 1033 **(Ting D) Accessory dwelling units: local ordinances: separate sale or conveyance.**

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

Introduced: 2/15/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on H. & C.D.

Location: 3/9/2023-A. H. & C.D.

Summary: The Planning and Zoning Law, authorizes a local agency, by ordinance or ministerial approval, to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Existing law requires the ordinance to include specified standards, including prohibiting the accessory dwelling unit from being sold or otherwise conveyed separate from the primary residence, except as provided by a specified law. This bill would instead provide that an accessory dwelling unit may be sold or otherwise conveyed separate from the primary residence as provided by specified law, as described above, or by ordinance.

AB 1152 **(Patterson, Joe R) California Environmental Quality Act: exemption: recycled water.**

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

Introduced: 2/16/2023

Status: 3/2/2023-Referred to Com. on NAT. RES.

Location: 3/2/2023-A. NAT. RES.

Summary: Would exempt from the California Environmental Quality Act (CEQA) a project to construct or expand a recycled water pipeline for the purpose of mitigating drought conditions for which a state of emergency was proclaimed by the Governor if the project meets specified criteria. Because a lead agency would be required to determine if a project qualifies for this exemption, this bill would impose a state-mandated local program. The bill would also exempt from CEQA the development and approval of building standards by state agencies for recycled water systems.

[AB 1168](#) (Bennett D) California Transportation Commission.

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

Introduced: 2/16/2023

Status: 2/17/2023-From printer. May be heard in committee March 19.

Location: 2/16/2023-A. PRINT

Summary: Current law establishes the California Transportation Commission and vests the commission with certain powers, purposes, and responsibilities. This bill would make nonsubstantive changes to these provisions.

[AB 1183](#) (Holden D) Streamlined construction projects: construction permits: notice.

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

Introduced: 2/16/2023

Status: 3/2/2023-Referred to Coms. on L. GOV. and H. & C.D.

Location: 3/2/2023-A. L. GOV.

Calendar: 3/22/2023 1:30 p.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, CECILIA, Chair

Summary: The Permit Streamlining Act imposes requirements on a public agency's review and approval of development projects, as specified, to ensure clear understanding of specific requirements in connection with that approval and to expedite decisions on those projects. Current law also imposes certain streamlined, ministerial approval processes on a city's or county's review of specified projects, including certain multifamily housing developments, solar energy systems, and electric vehicle charging stations. This bill, if a city or county approves a construction project through an expedited, streamlined permitting process, would require a city or county to require the development proponent to place a sign on the parcel in which the project is located to provide notice to the owners and occupants in the area of the project, as specified.

[AB 1265](#) (Gallagher R) Transportation fuels: gasoline specifications.

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

Introduced: 2/16/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on TRANS.

Location: 3/9/2023-A. TRANS.

Summary: The California Global Warming Solutions Act of 2006 requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 and to ensure the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit by 2030. The act authorizes the state board to include the use of market-based compliance mechanisms in its regulation of greenhouse gas emissions. This bill would specify that transportation fuels are not subject to regulations implementing a market-based compliance mechanism for greenhouse gas emissions.

[AB 1277](#) (Wallis R) Land use: housing.

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

Introduced: 2/16/2023

Status: 2/17/2023-From printer. May be heard in committee March 19.

Location: 2/16/2023-A. PRINT

Summary: Current law declares the importance of, and general responsibility for, making housing available and affordable for all Californians. This bill would make nonsubstantive changes to those provisions.

[AB 1285](#) (Wicks D) Housing.

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

Introduced: 2/16/2023

Status: 2/17/2023-From printer. May be heard in committee March 19.

Location: 2/16/2023-A. PRINT

Summary: Existing law, the Zenovich-Moscone-Chacon Housing and Home Finance Act, states that the Legislature finds and declares that the subject of housing is of vital statewide importance to the health, safety, and welfare of the residents of the state for specified reasons. This bill would make a nonsubstantive change to those provisions.

[AB 1295](#) (Friedman D) The Affordable Housing and Sustainable Communities Program.

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

Introduced: 2/16/2023

Last Amend: 3/13/2023

Status: 3/13/2023-From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.

Location: 3/9/2023-A. H. & C.D.

Summary: Current law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. Current law requires the executive director of the council to report the progress on the implementation of the program in its annual report to the Legislature, and requires that report to include specified information, including a list of applicants for financial assistance and a report on the proposed and ongoing management of each funded project. This bill would additionally require that progress report to include information on the reduction of vehicle miles traveled for each project funded by the program and for this information to be compiled with stakeholders, as specified.

[AB 1332](#) (Carrillo, Juan D) Community revitalization and investment authorities

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

Introduced: 2/16/2023

Status: 2/17/2023-From printer. May be heard in committee March 20.

Location: 2/16/2023-A. PRINT

Summary: Current law establishes community revitalization and investment authorities to carry out a community revitalization plan within a community revitalization and investment area. Current law authorizes a city, county, or city and county to adopt a resolution creating an authority consisting of 3 members of the legislative body of the city, county, or city and county that created the authority and 2 public members. Current law authorizes a city, county, city and county, and special district, as defined, to create an authority by entering into a joint powers agreement, consisting of a majority of members from the legislative bodies of the public agencies that created the authority and a minimum of 2 public members. This bill would make a nonsubstantive change to these provisions.

[AB 1333](#) (Ward D) Transportation.

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

Introduced: 2/16/2023

Status: 2/17/2023-From printer. May be heard in committee March 20.

Location: 2/16/2023-A. PRINT

Summary: Current law establishes a Department of Transportation in the Transportation Agency. Existing law authorizes the department to assist regional transportation planning agencies, as specified. This bill would make nonsubstantive changes to those provisions relating to assistance provided by the department to regional transportation planning agencies.

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

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

Introduced: 2/16/2023

Status: 3/2/2023-Referred to Com. on TRANS.

Location: 3/2/2023-A. TRANS.

Calendar: 3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

Summary: Would, commencing January 1, 2024, would require each transportation planning agency to follow certain population projection procedures when updating the regional transportation plan. The bill would require the sustainable communities strategy to be based on population projections produced by the Department of Finance and regional population forecasts used in determining applicable city and county regional housing needs, in consultation with each council of governments. The bill would impose similar reconciliation procedures, as described above, when there are difference in the population forecast provided by the council of governments and the Department of Finance. By imposing additional duties on transportation planning agencies, the bill would impose a state-mandated local program.

[AB 1349](#) (Irwin D) Transportation electrification: grant recipients: data reporting.

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

Introduced: 2/16/2023

Status: 2/17/2023-From printer. May be heard in committee March 19.

Location: 2/16/2023-A. PRINT

Summary: Would state the intent of the Legislature to enact future legislation to require recipients of grants for zero-emission vehicle charging stations to collect data on the status of their stations and to submit that data to a publicly accessible application or internet website.

[AB 1353](#) (Quirk-Silva D) Housing.

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

Introduced: 2/16/2023

Status: 2/17/2023-From printer. May be heard in committee March 19.

Location: 2/16/2023-A. PRINT

Summary: The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. That law requires the building department of every city or county to enforce within its jurisdiction the provisions of the State Building Standards Code, the provisions of the State Housing Law, and specified other rules and regulations promulgated pursuant to that law. This bill would make nonsubstantive changes to the provision naming the State Housing Law.

[AB 1377](#) (Friedman D) Homeless Housing, Assistance, and Prevention Program: Round 3.

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

Introduced: 2/17/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on H. & C.D.

Location: 3/9/2023-A. H. & C.D.

Summary: Current law establishes, among various other programs intended to address homelessness in this state, the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Existing law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 4 rounds, which are to be administered by the Interagency Council on Homelessness. Current law, beginning with round 3 of the program, requires applicants to provide specified information for all rounds of program allocations through a data collection, reporting, performance monitoring, and accountability framework, as established by the council. This includes data on the applicant's progress towards meeting their outcome goals, to be submitted annually, for each year of the program, and other information if the applicant has not made significant progress towards those goals. This bill would also require data and a narrative summary of specific and quantifiable steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness, on transit properties that operate in their jurisdiction.

[AB 1385](#) (Garcia D) Local transportation funds: transit operators.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 2/18/2023-From printer. May be heard in committee March 20.

Location: 2/17/2023-A. PRINT

Summary: Current law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Current law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Current law establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would make a nonsubstantive change to the provision relating to operator eligibility in urbanized areas based on the farebox ratio.

[AB 1409](#) (Lowenthal D) Planning and zoning: zoning regulations.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 2/18/2023-From printer. May be heard in committee March 20.

Location: 2/17/2023-A. PRINT

Summary: Current law authorizes the legislative body of any county or city to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business residences, and open space, as specified. Current law requires those zoning ordinances to be consistent with the general plan of the county or city and authorizes any resident or property owner within a city or a county to bring an action or proceeding in the superior court to enforce this requirement, as specified. This bill would make nonsubstantive changes to those provisions.

[AB 1418](#) (McKinnor D) Tenancy: local regulations: contact with law enforcement or criminal convictions.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Com. on JUD.

Location: 3/9/2023-A. JUD.

Summary: Current law prohibits a local agency from authorizing or requiring the imposition of a penalty against a resident, owner, tenant, landlord, or other person as a consequence of law enforcement or emergency assistance being summoned by certain individuals, including a victim of abuse or crime, as specified. This bill would prohibit a local government from, among other things, imposing a penalty against a resident, owner, tenant, landlord, or other person as a consequence of contact with a law enforcement agency, as specified. The bill similarly would prohibit a local government from requiring or encouraging a landlord to perform a criminal background check of a tenant or a prospective tenant, or to evict or penalize a tenant because of the tenant's association with another tenant or household member who has had contact with a law enforcement agency or has a criminal conviction. The bill would preempt inconsistent local rules and regulations and prescribe remedies for violations. The bill would require a local government to repeal, or bring into compliance, an inconsistent local ordinance, rule, policy, or regulation within one year of the effective date of the provisions.

[AB 1439](#) (Garcia D) Housing.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 2/18/2023-From printer. May be heard in committee March 20.

Location: 2/17/2023-A. PRINT

Summary: Current law generally sets forth the duties of the Department of Housing and Community Development, which is the principal state department responsible for coordinating federal-state relationships in housing and community development and for implementing the California Statewide Housing Plan. This bill would state the intent of the Legislature to enact legislation related to housing.

[AB 1455](#) (Papan D) Housing.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 2/18/2023-From printer. May be heard in committee March 20.

Location: 2/17/2023-A. PRINT

Summary: The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. That law requires the building department of every city or county to enforce within its jurisdiction the provisions of the State Building Standards Code, the provisions of the State Housing Law, and specified other rules and regulations promulgated pursuant to that law. This bill would make nonsubstantive changes to the provision naming the State Housing Law.

[AB 1461](#) (Patterson, Jim R) California Advanced Services Fund: Federal Funding Account.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Com. on C. & C.

Location: 3/9/2023-A. C. & C.

Calendar: 3/29/2023 1:30 p.m. - State Capitol, Room 437 ASSEMBLY COMMUNICATIONS AND CONVEYANCE, BOERNER HORVATH, TASHA, Chair

Summary: Existing law requires the Public Utilities Commission, upon the deposit of state or federal infrastructure moneys into the Federal Funding Account, to implement a program using those moneys to expeditiously connect unserved and underserved communities by applicable federal deadlines. Under existing law, of the \$2,000,000,000 appropriated to the commission to fund last-mile broadband infrastructure in the Budget Act of 2021, the commission is required to allocate \$1,000,000,000 for projects in rural counties and \$1,000,000,000 for projects in urban counties, except that any of those moneys that are not encumbered on or before June 30, 2023, will be available to the commission to allocate for the construction of last-mile broadband infrastructure anywhere in the state. This bill would revise those provisions related to the account to also require the commission to implement the program upon the allocation of moneys for purposes of the account, expand the requirement that the commission separately allocate \$1,000,000,000 to projects in rural and urban counties to apply to the \$2,000,000,000 appropriated or otherwise committed to the commission to fund last-mile broadband infrastructure in the Budget Act of 2021, and delete the provision that would make those moneys that have not been encumbered on or before June 30, 2023, available for projects anywhere in the state.

[AB 1474](#) (Reyes D) California Statewide Housing Plan.

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

Introduced: 2/17/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on H. & C.D.

Location: 3/9/2023-A. H. & C.D.

Summary: Current law requires the California Statewide Housing Plan to incorporate specified segments, including, among others, a housing strategy that coordinates the housing assistance and activities of state and local agencies, including the provision of housing assistance for various

population groups, including, but not limited to, elderly persons, persons with disabilities, and other specific population groups as deemed appropriate by the department. Current law, to the extent possible, requires the department to consult with various state departments, including the California Department of Aging and the State Department of Social Services, in developing that housing strategy. This bill would add veterans to the list of population groups included in the housing strategy described above. The bill would require the department to also consult with the Department of Veterans Affairs in developing the housing strategy, to the extent possible.

[AB 1475](#) (Fong, Vince R) Transportation Agency: performance dashboard.

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

Introduced: 2/17/2023

Last Amend: 3/9/2023

Status: 3/13/2023-Re-referred to Com. on TRANS.

Location: 3/9/2023-A. TRANS.

Summary: Would require the Transportation Agency to create and maintain on its internet website a performance dashboard that, for every project overseen by the Department of Transportation, provides metrics, fiscal information, and operational information, as specified. The bill would require the agency to update the dashboard quarterly, using publicly available information.

[AB 1488](#) (Wallis R) California Environmental Quality Act: water conveyance or storage projects: judicial review.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Coms. on NAT. RES. and JUD.

Location: 3/9/2023-A. NAT. RES.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would require the Judicial Council to adopt rules of court applicable to actions or proceedings brought to attack, review, set aside, void, or annul the certification or adoption of an environmental impact report for water conveyance or storage projects, as defined, 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 270 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 those projects. The bill would require the lead agency to prepare the record of proceedings for a water conveyance or storage project, as provided, and to include a specified notice in the draft EIR and final EIR for the water conveyance or storage project. By imposing additional duties on lead agencies, the bill would impose a state-mandated local program.

[AB 1508](#) (Ramos D) Department of Housing and Community Development: California Statewide Housing Plan.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Com. on H. & C.D.

Location: 3/9/2023-A. H. & C.D.

Summary: Current law requires that the California Statewide Housing Plan incorporate, among other things, a statement of housing goals, policies, and objectives, and requires the Department of Housing and Community Development to update and provide a revision of the plan to the Legislature every 4 years, as specified. Current law requires each update and revision to the plan occurring on or after January 1, 2023, to include an inventory of the number of affordable units needed to meet the state's affordable housing needs for the plan period and to incorporate technical updates and provide technical recommendations, as specified. This bill would require each update and revision to the plan to also include a goal to increase home ownership among first-time home buyers in the state by at least 20% above the average of home ownership rates among first-time home buyers over the prior four year period.

[AB 1515](#) (Papan D) Planning and zoning.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 2/18/2023-From printer. May be heard in committee March 20.

Location: 2/17/2023-A. PRINT

Summary: The Planning and Zoning Law makes declarations of state policy and legislative intent, including finding and declaring that California's land is an exhaustible resource, not just a commodity, and is essential to the economy, environment, and general well-being of the people of California. Current law further declares it is the policy of the state and the intent of the Legislature to protect California's land resource, to ensure its preservation and use in ways that are economically and

socially desirable in an attempt to improve the quality of life in California. This bill would make nonsubstantive changes to those provisions.

[AB 1525](#) (Bonta D) Transportation finance: equity: vulnerable communities.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 2/18/2023-From printer. May be heard in committee March 20.

Location: 2/17/2023-A. PRINT

Summary: Existing law establishes within state government the Transportation Agency, which consist of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. This bill would state the intent of the Legislature to enact future legislation to promote equity first in transportation funding and to prioritize funding to vulnerable communities.

[AB 1554](#) (Patterson, Joe R) California Environmental Quality Act: exemption: wildfire fuels reduction projects.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Com. on NAT. RES.

Location: 3/9/2023-A. NAT. RES.

Summary: This bill would expressly exempt from CEQA a project reduction of fuels in areas within moderate, high, and very high fire hazard severity zones, as provided. Because a lead agency would be required to determine whether a project qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

[AB 1587](#) (Ting D) Multifamily Housing Program: report on use of funds.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Com. on H. & C.D.

Location: 3/9/2023-A. H. & C.D.

Summary: Existing law establishes the Multifamily Housing Program, administered by the Department of Housing and Community Development. Existing law requires that funds appropriated to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic be disbursed in accordance with the Multifamily Housing Program for specified uses, including as grants to cities, counties, and cities and counties. Existing law requires the department, in coordination with the Business, Consumer Services, and Housing Agency, to report to specified committees of the Legislature on the use of these funds, as provided, on or before April 1, 2021. Existing law requires the report to include specified information, including the location of any properties for which the funds are used and the number of usable housing units produced, or planned to be produced, using the funds. This bill would revise the reporting requirement described above by requiring the department to annually report on the use of those funds. The bill would additionally require that report to include the average cost and length of time to rehabilitate or convert units to long-term housing units.

[AB 1633](#) (Ting D) Housing Accountability Act: disapprovals: California Environmental Quality Act.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Coms. on H. & C.D. and NAT. RES.

Location: 3/9/2023-A. H. & C.D.

Summary: Existing law, the Housing Accountability Act, prohibits a local agency from disapproving a housing development project, as described, unless it makes certain written findings based on a preponderance of the evidence in the record. This bill would define "disapprove the housing development project" as also including any instance in which a local agency fails to issue a project an exemption from CEQA for which it is eligible, as described, or fails to adopt a negative declaration or addendum for the project, to certify an environmental impact report for the project, or to approve another comparable environmental document, if certain conditions are satisfied. Among other conditions, the bill would require a housing development project subject to these provisions to be located within an urbanized area, as defined, and meet or exceed 15 dwelling units per acre. By imposing additional duties on local officials, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.

[AB 1654](#) (Addis D) City streets and highways.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 2/18/2023-From printer. May be heard in committee March 20.

Location: 2/17/2023-A. PRINT

Summary: Existing law authorizes the legislative body of a city to do any and all things necessary to lay out, acquire, and construct a section or portion of a street or highway within its jurisdiction as a freeway and to make an existing street or highway a freeway. This bill would make nonsubstantive changes to this provision.

AB 1702 **(Hart D) Active Transportation Program.**

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 2/18/2023-From printer. May be heard in committee March 20.

Location: 2/17/2023-A. PRINT

Summary: Current law establishes the Active Transportation Program in the Department of Transportation for purposes of encouraging increased use of active modes of transportation, such as biking and walking. This bill would make nonsubstantive changes to that provision.

AB 1714 **(Wood D) Public utilities: broadband service providers.**

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Com. on C. & C.

Location: 3/9/2023-A. C. & C.

Calendar: 4/19/2023 1:30 p.m. - State Capitol, Room 437 ASSEMBLY COMMUNICATIONS AND CONVEYANCE, BOERNER HORVATH, TASHA, Chair

Summary: The Public Utilities Act imposes requirements, including a requirement that rates charged by a public utility are to be just and reasonable, over public utilities. Under existing law a violation of the act by a public utility is a crime. This bill would define "public utility" to include a corporation providing broadband service to the public or a portion of the public. By including corporations providing broadband service as a public utility, the bill would expand the application of requirements imposed on public utilities by the Public Utilities Act to those corporations and would, therefore, expand the scope of a crime, thereby imposing a state-mandated local program. This bill contains other related provision and other existing laws.

SB 7 **(Blakespear D) Regional housing needs allocation: homelessness.**

Current Text: Amended: 2/13/2023 [html](#) [pdf](#)

Introduced: 12/5/2022

Last Amend: 2/13/2023

Status: 2/22/2023-Re-referred to Com. on HOUSING.

Location: 2/22/2023-S. HOUSING

Summary: Existing law establishes various programs to address homelessness, including requiring the Governor to create an Interagency Council on Homelessness and establishing the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. This bill, for regional housing need assessments on or after January 1, 2024, would require "homeless" to be included as an income category for purposes of the regional housing needs allocation plan. By requiring each council of governments to revise the income categories used in regional housing needs allocations, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason. This bill contains other existing laws.

SB 17 **(Caballero D) Senior housing: tax credits.**

Current Text: Amended: 2/28/2023 [html](#) [pdf](#)

Introduced: 12/5/2022

Last Amend: 2/28/2023

Status: 3/8/2023-Re-referred to Com. on HOUSING.

Location: 3/8/2023-S. HOUSING

Summary: Current law, enacted to implement a specified low-income housing tax credit established by federal law, requires the California Tax Credit Allocation Committee to annually determine and allocate the state ceiling in accordance with those provisions and in conformity with federal law. Current law requires that specified amounts of the low-income housing tax credits be set aside for allocation to rural areas, small developments, and farmworker housing, as specified. This bill would require that the percentage of the federal ceiling on low-income housing tax credits that is awarded for projects restricted to senior citizens not be less than the percentage of lower income renter households in the state that are lower income elderly renter households, as specified.

[SB 23](#)

(Caballero D) Water supply and flood risk reduction projects: expedited permitting.

Current Text: Amended: 2/9/2023 [html](#) [pdf](#)

Introduced: 12/5/2022

Last Amend: 2/9/2023

Status: 2/22/2023-Re-referred to Coms. on N.R. & W. and E.Q.

Location: 2/22/2023-S. N.R. & W.

Summary: Current law prohibits an entity from substantially diverting or obstructing the natural flow of, or substantially changing or using any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, except under specified conditions, including requiring the entity to send written notification to the Department of Fish and Wildlife regarding the activity in the manner prescribed by the department. This bill would require a project proponent, if already required to submit a notification to the department, to complete and submit environmental documentation to the department for the activity in the notification.

[SB 37](#)

(Caballero D) Older Adults and Adults with Disabilities Housing Stability Act.

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

Introduced: 12/5/2022

Last Amend: 3/13/2023

Status: 3/13/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.

Location: 2/22/2023-S. HOUSING

Calendar: 3/21/2023 1:30 p.m. - 1021 O Street, Room 1200 SENATE HOUSING, WIENER, SCOTT, Chair

Summary: Current law establishes various programs to address homelessness, including requiring the Governor to create an Interagency Council on Homelessness and establishing the Homeless Emergency Aid program for the purpose of providing localities with one-time grant funds to address their immediate homelessness challenges, as specified. Current law commits to the Department of Housing and Community Development the administration of various housing assistance programs, including provisions relating to residential hotel rehabilitation and tasks the department, in consultation with each council of governments, with the determination of each region's existing and projected housing need. This bill would, upon an appropriation by the Legislature for this express purpose, require the Department of Housing and Community Development, commencing January 1, 2024, to begin developing the Older Adults and Adults with Disabilities Housing Stability Program.

[SB 48](#)

(Becker D) Water and Energy Savings Act.

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

Introduced: 12/5/2022

Last Amend: 3/1/2023

Status: 3/13/2023-Set for hearing March 21.

Location: 3/8/2023-S. E. U., & C.

Calendar: 3/21/2023 9 a.m. - 1021 O Street, Room 1200 SENATE ENERGY, UTILITIES AND COMMUNICATIONS, BRADFORD, STEVEN, Chair

Summary: Current law requires each utility to maintain records of the energy usage data of all buildings to which they provide service for at least the most recent 12 complete calendar months, and to deliver or otherwise provide that aggregated energy usage data for each covered building, as defined, to the owner, as specified. This bill would expand those requirements, beginning January 1, 2025, to include each utility that provides water service and its water usage data.

[SB 49](#)

(Becker D) Tax incentives: solar canopies.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 1/18/2023-Referred to Com. on RLS.

Location: 12/5/2022-S. RLS.

Summary: Would state the intent of the Legislature to enact legislation to provide tax incentives for the construction of solar canopies over large parking lots to boost the local generation of clean electricity in urban and suburban areas, as specified.

[SB 84](#)

(Gonzalez D) Clean Transportation Program: Air Quality Improvement Program: funding.

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

Introduced: 1/13/2023

Last Amend: 3/13/2023

Status: 3/13/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Location: 1/13/2023-S. RLS.

Summary: Would expand the purpose of the Clean Transportation Program to include developing and

deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill would no longer require the commission to provide certain project preferences. The bill would provide that the goals of the program shall be to advance the state's clean transportation, equity, air quality, and climate emission policies and would require the commission to ensure program investments support specified requirements. The bill would require the commission, on and after January 1, 2025, to expend at least 50% of the moneys appropriated to the program on programs and projects that directly benefit or serve residents of disadvantaged and low-income communities and low-income Californians, and would require at least 50% of funding for tangible location-based investments to be expended in disadvantaged and low-income communities.

SB 239

(Dahle R) California Environmental Quality Act: housing development projects: judicial proceedings.

Current Text: Introduced: 1/24/2023 [html](#) [pdf](#)

Introduced: 1/24/2023

Status: 2/10/2023-Set for hearing March 15.

Location: 2/1/2023-S. E.Q.

Calendar: 3/15/2023 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, BENJAMIN, Chair

Summary: The California Environmental Quality Act (CEQA) requires a court, in an action or proceeding brought challenging any determination, finding, or decision of a public agency on the grounds of noncompliance with CEQA and a finding by the court of such noncompliance, to enter an order that includes one or more of specified mandates, one of which may be a mandate to suspend any or all specific project activity or activities, as provided. CEQA provides that, except as otherwise specified, it is not intended to limit the equitable powers of the courts. This bill would limit the standing to file and maintain the above action or proceeding to the Attorney General. The bill would authorize the court, upon its own motion or of a party, to conduct a hearing to determine if the Attorney General is bringing and maintaining an action or proceeding for nonenvironmental purposes, as defined. If the court determines that the action is brought or maintained for nonenvironmental purposes, the bill would authorize the court to take necessary actions, including the dismissal of the action or proceeding, award of attorneys' fees, or both dismissal and award.

SB 244

(Eggman D) Right to Repair Act.

Current Text: Introduced: 1/25/2023 [html](#) [pdf](#)

Introduced: 1/25/2023

Status: 2/1/2023-Referred to Com. on JUD.

Location: 2/1/2023-S. JUD.

Summary: The Song-Beverly Consumer Warranty Act provides a comprehensive set of procedures for the enforcement of express and implied warranties on consumer goods, as defined. Under existing law, every manufacturer making an express warranty with respect to an electronic or appliance product, including televisions, radios, audio or video recording equipment, major home appliances, antennas, and rotators, with a wholesale price to the retailer of not less than \$50 nor more than \$99.99 is required to make available to service and repair facilities sufficient service literature and functional parts to effect the repair of the product for at least 3 years after the date a product model or type was manufactured, regardless of whether the 3-year period exceeds the warranty period for the product. Current law also requires every manufacturer making an express warranty with respect to an electronic or appliance product, as described above, with a wholesale price to the retailer of \$100 or more, to make available to service and repair facilities sufficient service literature and functional parts to effect the repair of the product for at least 7 years after the date a product model or type was manufactured, regardless of whether the 7-year period exceeds the warranty period for the product. This bill would enact the Right to Repair Act. The bill would require, regardless of whether any express warranty is made, the manufacturer of an above-described electronic or appliance product, in the above-described circumstances, and in those same circumstances but sold to others outside of direct retail sales, to make available, on fair and reasonable terms, to product owners, service and repair facilities, and service dealers, the means, as described, to effect the diagnosis, maintenance, or repair of the product, as provided.

SB 261

(Stern D) Greenhouse gases: climate-related financial risk.

Current Text: Introduced: 1/30/2023 [html](#) [pdf](#)

Introduced: 1/30/2023

Status: 2/10/2023-Set for hearing March 15.

Location: 2/9/2023-S. E.Q.

Calendar: 3/15/2023 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, BENJAMIN, Chair

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to make available, and update at least annually, on its internet website the emissions of greenhouse gases, criteria pollutants, and toxic air contaminants for each facility that reports to the state board, as provided. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill would

require, on or before December 31, 2024, and annually thereafter, a covered entity, as defined, to prepare a climate-related financial risk report disclosing the entity's climate-related financial risk and measures adopted to reduce and adapt to climate-related financial risk disclosed. The bill would require the covered entity to submit to the state board, and make available to the public on its own internet website, a copy of the report and to submit to the Secretary of State a statement affirming, not under penalty of perjury, that the report discloses climate-related financial risk. The bill would also set forth the duties of the Climate-Related Risk Disclosure Advisory Group, as specified, including the duty to collect and review climate-related financial risk reports received in the prior calendar year and the duty to annually prepare a public report that contains specified information, including a review of the disclosure of climate-related financial risk contained in climate-related financial risk reports and an analysis of the systemic and sectorwide climate-related financial risks facing the state.

SB 308 (Becker D) Carbon sequestration: state goals.

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

Introduced: 2/2/2023

Status: 2/15/2023-Referred to Com. on RLS.

Location: 2/2/2023-S. RLS.

Summary: Would state the intent of the Legislature to enact future legislation that encourages the development of carbon dioxide removal in order to meet the state's carbon dioxide removal targets.

SB 406 (Cortese D) California Environmental Quality Act: exemption: financial assistance: housing.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 2/27/2023-Set for hearing March 15.

Location: 2/22/2023-S. E.Q.

Calendar: 3/15/2023 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, BENJAMIN, Chair

Summary: The California Environmental Quality Act (CEQA) exempts for its requirements actions taken by the Department of Housing and Community Development or the California Housing Finance Agency to provide financial assistance or insurance for the development and construction of residential housing, as provided. This bill would extend the above exemption to actions taken by a local agency to provide financial assistance or insurance for the development and construction of residential housing.

SB 417 (Blakespear D) Housing.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 2/22/2023-Referred to Com. on RLS.

Location: 2/9/2023-S. RLS.

Summary: Existing law declares that the Business, Consumer Services, and Housing Agency, the Department of Housing and Community Development, and the California Housing Finance Agency are responsible for carrying out state housing policies and programs. This bill would make nonsubstantive changes to that provision.

SB 434 (Min D) Transit operators: street harassment survey.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 3/7/2023-Set for hearing March 28.

Location: 2/22/2023-S. TRANS.

Calendar: 3/28/2023 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: This bill would require a transit operator, as defined, upon allocation of certain funds by the Legislature, to collect specified survey data for the purpose of informing efforts to improve the safety of riders and reduce street harassment on public transit on or before June 30, 2024. The bill would require a transit operator to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment to gain insight into the perspectives of these riders based on their experiences. The bill would provide that specified information collected by a transit operator in the 5 years before the effective date of this bill is deemed to be survey data collected by the transit operator for purposes of the bill. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 439 (Skinner D) Housing finance: Bay Area Housing Finance Authority.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 2/22/2023-Referred to Com. on RLS.

Location: 2/13/2023-S. RLS.

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. This bill would make nonsubstantive changes to the provision establishing the title of the act.

[SB 450](#) (Atkins D) Housing Accountability Act: standards, forms, and definitions.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 2/22/2023-Referred to Coms. on HOUSING and G.O.

Location: 2/22/2023-S. HOUSING

Summary: The Administrative Procedure Act, in part, sets forth procedural requirements for the adoption, publication, review, and implementation of regulations by state agencies, and for review of those regulatory actions by the Office of Administrative Law. This bill would authorize the Department of Housing and Community Development to review, adopt, amend, and repeal the standards, forms, or definitions to implement the Housing Accountability Act without compliance with those procedural requirements, as provided.

[SB 466](#) (Wahab D) Costa-Hawkins Rental Housing Act: rental rates.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 3/7/2023-Set for hearing March 28.

Location: 2/22/2023-S. JUD.

Calendar: 3/28/2023 1:30 p.m. - 1021 O Street, Room 2100 SENATE JUDICIARY, UMBERG, THOMAS, Chair

Summary: The Costa-Hawkins Rental Housing Act prescribes statewide limits on the application of local rent control with regard to certain properties. The act generally authorizes an owner of residential real property to establish the initial rental rate for a dwelling or unit, except in specified circumstances, including, (1) when the residential real property has a certificate of occupancy issued after February 1, 1995, (2) when the residential real property has already been exempt from the residential rent control ordinance of a public entity on or before February 1, 1995, pursuant to a local exemption for newly constructed units, and (3) when the residential real property is alienable and separate from title to any other dwelling units, except as specified. This bill would instead authorize an owner of residential real property to establish the initial rental rate for a dwelling or unit when the residential real property has been issued a certificate of occupancy issued within the 15 years preceding the date on which the owner seeks to establish a rental rate under these provisions.

[SB 477](#) (Committee on Housing) Accessory dwelling units.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 2/22/2023-Referred to Com. on HOUSING.

Location: 2/22/2023-S. HOUSING

Summary: Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Current law also provides for the creation of junior 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 would make nonsubstantive changes and reorganize various provisions relating to the creation and regulation of accessory dwelling units and junior accessory dwelling units, including the provisions described above, and would make related nonsubstantive conforming changes.

[SB 482](#) (Blakespear D) Multifamily Housing Program: supportive housing: capitalized operating reserves.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 2/22/2023-Referred to Com. on HOUSING.

Location: 2/22/2023-S. HOUSING

Summary: Would require the Department of Housing and Community Development to offer capitalized operating reserves to supportive housing units developed under the Multifamily Housing Program.

[SB 517](#) (Gonzalez D) Transportation: movement of freight.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 2/22/2023-Referred to Com. on RLS.

Location: 2/14/2023-S. RLS.

Summary: Would declare the Legislature's intent to enact subsequent legislation relating to increasing efficiency of ports and the goods movement industry

[SB 523](#) (Laird D) State Transit Assistance Program.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 2/22/2023-Referred to Com. on RLS.

Location: 2/14/2023-S. RLS.

Summary: Current law requires the transfer of a specified portion of the sales tax on diesel fuel, in addition to various other revenues, to the Public Transportation Account, a trust fund in the State Transportation Fund. Current law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance Program. This bill would make nonsubstantive changes to the latter provision.

[SB 529](#)

(Gonzalez D) Electric vehicle sharing services: public housing facilities and affordable multifamily housing properties.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 2/22/2023-Referred to Coms. on E., U. & C. and TRANS.

Location: 2/22/2023-S. E. U., & C.

Summary: Would require the Energy Commission to create a program to award grants to facilitate electric vehicle sharing services, as defined, operated at permanent affordable multifamily housing properties. The bill would specify the eligible entities that may be awarded grants pursuant to the program, and would require those eligible entities to submit an application to the Energy Commission, as specified. The bill would require the Energy Commission to consider specified criteria in awarding grants and would require a grant recipient to only use grant funds for specified purposes to facilitate an electric vehicle sharing service operated at a public housing facility. The bill would require that a grant awarded pursuant to this program not exceed \$250,000 to cover the cost of 2 electric vehicles and 2 Level 2 charging stations. The bill would provide that a grant recipient may be eligible for an additional \$100,000 under this program for the purchase of 2 direct current fast chargers if the grant recipient meets specified requirements. The bill would require, as a condition of receiving a grant, a grant recipient to annually submit a report to the Energy Commission that includes specified information.

[SB 538](#)

(Portantino D) Department of Transportation: Bicycle Czar.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 2/22/2023-Referred to Com. on TRANS.

Location: 2/22/2023-S. TRANS.

Summary: Would require the Director of Transportation to appoint a Bicycle Czar, to serve as the department's chief advisor on all issues related to bicycle transportation, safety, and infrastructure.

[SB 547](#)

(Blakespear D) Housing study: homelessness.

Current Text: Introduced: 2/15/2023 [html](#) [pdf](#)

Introduced: 2/15/2023

Status: 2/22/2023-Referred to Com. on RLS.

Location: 2/15/2023-S. RLS.

Summary: Current law requires the Governor to establish the Interagency Council on Homelessness, and requires the council to, among other things, identify mainstream resources, benefits, and services that can be accessed to prevent and end homelessness in California and promote systems integration to increase efficiency and effectiveness to address the needs of people experiencing homelessness. This bill would state the intent of the Legislature to enact legislation to study the viability of constructing housing for the homeless on state-owned property.

[SB 555](#)

(Wahab D) Social Housing Act of 2023.

Current Text: Introduced: 2/15/2023 [html](#) [pdf](#)

Introduced: 2/15/2023

Status: 2/22/2023-Referred to Com. on HOUSING.

Location: 2/22/2023-S. HOUSING

Summary: Would establish the California Social Housing Fund, upon appropriation by the Legislature, to be made available to the Department of Housing and Community Development for the purposes of this act, including promoting the achievement of the aforementioned goals. This bill would require the department, no later than January 1, 2025, to develop, adopt, and submit to the Legislature a California Social Housing Plan for achieving the aforementioned goals, as specified. The bill would make related findings and declarations.

[SB 614](#)

(Blakespear D) Transportation Development Act.

Current Text: Introduced: 2/15/2023 [html](#) [pdf](#)

Introduced: 2/15/2023

Status: 2/22/2023-Referred to Com. on RLS.

Location: 2/15/2023-S. RLS.

Summary: The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, provides for funding of local public transit systems throughout the state, as provided. The act makes legislative findings and declarations in that regard. This bill would make nonsubstantive changes to the legislative findings and declarations of the act.

SB 617

(Newman D) Public contracts: regional transportation agencies: design-build procurement.

Current Text: Introduced: 2/15/2023 [html](#) [pdf](#)

Introduced: 2/15/2023

Status: 2/22/2023-Referred to Com. on TRANS.

Location: 2/22/2023-S. TRANS.

Summary: Current law authorizes a regional transportation agency to utilize the design-build method of procurement to design and construct projects on or adjacent to the state highway system, including related nonhighway portions of the project, based on either best value or lowest responsible bid. Current law also authorizes a regional transportation agency to utilize the design-build method of procurement, based on either best value or lowest responsible bid, to design and construct projects on expressways that are not on the state highway system if the projects are developed pursuant to an expenditure plan, as specified. This bill would provide that the above-described authorizations to use design-build procurement also include authorization to use progressive design-build procurement, as defined.

SB 670

(Allen D) Transportation: vehicle miles traveled.

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

Introduced: 2/16/2023

Status: 3/1/2023-Referred to Com. on TRANS.

Location: 3/1/2023-S. TRANS.

Summary: Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Current law imposes various requirements related to transportation planning, including a requirement that certain transportation planning agencies prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires certain transportation planning programs and processes to, among other things, identify opportunities to reduce vehicle miles traveled or measure the impact of certain policies on vehicle miles traveled. This bill would require state and local transportation agencies to create a single model for vehicle miles traveled mapping to be used for transportation planning and funding.

SB 677

(Blakespear D) Intercity rail: LOSSAN Rail Corridor.

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

Introduced: 2/16/2023

Status: 3/1/2023-Referred to Com. on RLS.

Location: 2/16/2023-S. RLS.

Summary: Existing law defines the "LOSSAN Rail Corridor" to mean the San Diego-Los Angeles-San Luis Obispo intercity passenger rail corridor. This bill would state the intent of the Legislature to enact subsequent legislation pertaining to the LOSSAN Rail Corridor.

SB 695

(Gonzalez D) Department of Transportation: state highway system: public data portal.

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

Introduced: 2/16/2023

Status: 3/7/2023-Set for hearing March 28.

Location: 3/1/2023-S. TRANS.

Calendar: 3/28/2023 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: Would require the Department, beginning November 1, 2024, to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year. The bill would also require the department to prepare and make available, no later than June 30, 2024, data and information about activities on the state highway system on a public data portal covering the period from July 1, 2012, to July 1, 2023. The bill would require the California Transportation Commission to include this data and information in its annual report to the Legislature. The bill would require the department to prepare and make available data and information on a public data portal on planned, pending projects on the state highway system.

SB 710

(Durazo D) Department of Transportation: sale of excess state highway property.

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

Introduced: 2/16/2023

Status: 3/1/2023-Referred to Com. on RLS.

Location: 2/16/2023-S. RLS.

Summary: Current law provides that the Department of Transportation shall have full possession and control of the state highway system and associated real property. Current law, if the department determines that real property, or an interest in the property, acquired for highway purposes is no longer necessary for those purposes, authorizes the department to sell or exchange the property or property interest in the manner and upon terms, standards, and conditions established by the California Transportation Commission, as provided. This bill would make a nonsubstantive change to these provisions.

[SB 736](#) (McGuire D) Planning and zoning: housing: postentitlement phase permits.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/1/2023-Referred to Coms. on GOV. & F. and HOUSING.

Location: 3/1/2023-S. GOV. & F.

Summary: The Permit Streamlining Act, which is part of the Planning and Zoning Law, requires each public agency to provide a development project applicant with a list that specifies the information that will be required from any applicant for a development project. Specifically, current law establishes time limits for completing reviews regarding whether an application for a postentitlement phase permit is complete and compliant, and whether to approve or deny an application, as specified. Current law requires a local agency, if a postentitlement phase permit is determined to be incomplete, denied, or determined to be noncompliant, to provide a process for the applicant to appeal that decision in writing to the governing body of the agency or, if there is no governing body, to the director of the agency, as provided by that agency. This bill would delete the provision for the applicant to appeal a decision to the director of the local agency, as described above, and, instead, require a local agency to provide a process for the applicant to appeal that decision in writing to the governing body of the agency only.

[SB 747](#) (Caballero D) Surplus land: notice of exemption determination.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/1/2023-Referred to Com. on GOV. & F.

Location: 3/1/2023-S. GOV. & F.

Summary: Current law exempts the disposal of certain surplus land from the requirements of the Surplus Land Act, and defines "exempt surplus land," for purposes of the act. Current law authorizes a local agency, on an annual basis, to declare multiple parcels as "surplus land" or "exempt surplus land," for purposes of the act, as supported by written findings. Existing administrative law requires a local agency making a determination that property is exempt surplus land to provide a copy of the written determination, as specified, to the department at least 30 days before disposition. This bill would authorize a local agency to declare administratively that land is exempt surplus land if the declaration and findings are published and available for public comment, and the local public entities and housing sponsors described above are notified at least 30 days before the declaration takes effect.

[SB 768](#) (Caballero D) California Environmental Quality Act: transportation impact analysis: rural areas.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/1/2023-Referred to Com. on RLS.

Location: 2/17/2023-S. RLS.

Summary: Would state the intent of the Legislature to enact subsequent legislation that would create a new transportation impact analysis for rural areas for purposes of CEQA. This bill contains other existing laws.

[SB 792](#) (Smallwood-Cuevas D) Affordable housing.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/1/2023-Referred to Com. on RLS.

Location: 2/17/2023-S. RLS.

Summary: Current law establishes a variety of programs to promote the development of affordable housing, including the CalHome Program, which is administered by the Department of Housing and Community Development. Current law requires that funds appropriated for purposes of the CalHome Program be used to enable low- and very low income households to become, or remain, homeowners and to provide disaster relief assistance to households at, or below, 120% of area median income. This bill would state the intent of the Legislature to enact legislation to increase the availability of affordable housing.

[SB 794](#) (Niello R) California Environmental Quality Act: judicial challenge: identification of contributors: housing projects.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/7/2023-Set for hearing March 29.

Location: 3/1/2023-S. E.Q.

Calendar: 3/29/2023 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, BENJAMIN, Chair

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA authorizes specified entities to file and maintain with a court an action or proceeding to attack, review, set aside, void, or annul an act of a public agency on grounds of noncompliance with the requirements of the act. This bill would require an action or proceeding brought to attack, review, set aside, void, or annul acts or decision of a public agency for a commercial, housing, or public works project that helps to address longstanding critical needs in the project area and that results in an investment of at least \$25,000,000 in the state on the grounds of noncompliance with CEQA to be resolved, to the extent feasible, within 365 days of the filing of the certified record of proceedings with the court. The bill would require the Judicial Council to adopt a rule of court to implement this provision. This bill contains other related provisions.

SB 825 **(Limón D) Local government: public broadband services.**

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/1/2023-Referred to Com. on GOV. & F.

Location: 3/1/2023-S. GOV. & F.

Summary: Would add metropolitan planning organizations and regional transportation planning authorities to that list of local government agencies included in the definition of "local agency."

SB 835 **(Smallwood-Cuevas D) Housing.**

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/1/2023-Referred to Com. on RLS.

Location: 2/17/2023-S. RLS.

Summary: Current law, the Planning and Zoning Law, requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify the existing and projected housing needs of all economic segments of the community. This bill would state the intent of the Legislature to enact subsequent legislation regarding requirements for the housing element of a local government's general plan.

SB 861 **(Dahle R) California Environmental Quality Act: water conveyance or storage projects: judicial review.**

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/7/2023-Set for hearing March 29.

Location: 3/1/2023-S. E.Q.

Calendar: 3/29/2023 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, BENJAMIN, Chair

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate the effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would require the Judicial Council to adopt rules of court applicable to actions or proceedings brought to attack, review, set aside, void, or annul the certification or adoption of an environmental impact report for water conveyance or storage projects, as defined, 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 270 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 those projects.

SB 866 **(Caballero D) Land use: housing.**

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/1/2023-Referred to Com. on RLS.

Location: 2/17/2023-S. RLS.

Summary: Current law declares the importance of, and general responsibility for, making housing available and affordable for all Californians. This bill would make nonsubstantive changes to those provisions.

Airport

[AB 480](#) **(Ting D) Surplus land.**

Current Text: Introduced: 2/7/2023 [html](#) [pdf](#)

Introduced: 2/7/2023

Status: 2/17/2023-Referred to Coms. on L. GOV. and H. & C.D.

Location: 2/17/2023-A. L. GOV.

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. If the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Current law defines terms for purposes of these provisions, including the term "exempt surplus land," which includes, among other things, surplus land that is put out to open, competitive bid by a local agency, as specified, for purposes of a mixed-use development that is more than one acre in area, that includes not less than 300 housing units, and that restricts at least 25% of the residential units to lower income households with an affordable sales price or an affordable rent for a minimum of 55 years for rental housing and 45 years for ownership housing. This bill would modify these provisions to require that the mixed-use development include not less than 300 residential units.

Broadband

[AB 286](#) **(Wood D) Broadband infrastructure: mapping.**

Current Text: Introduced: 1/24/2023 [html](#) [pdf](#)

Introduced: 1/24/2023

Status: 2/2/2023-Referred to Com. on C. & C.

Location: 2/2/2023-A. C. & C.

Calendar: 3/29/2023 1:30 p.m. - State Capitol, Room 437 ASSEMBLY COMMUNICATIONS AND CONVEYANCE, BOERNER HORVATH, TASHA, Chair

Summary: Current law requires the Public Utilities 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. Current law authorizes the commission to collect information from providers of broadband services at the address level and prohibits the commission from disclosing certain protected residential subscriber information. This bill would require that the map identify, for each address in the state, each provider of broadband service that offers service at the address and the maximum speed of broadband services offered by each provider of broadband services at the address.

Brown Act

[AB 557](#) **(Hart D) Open meetings: local agencies: teleconferences.**

Current Text: Introduced: 2/8/2023 [html](#) [pdf](#)

Introduced: 2/8/2023

Status: 2/17/2023-Referred to Com. on L. GOV.

Location: 2/17/2023-A. L. GOV.

Summary: Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health, as specified. If there is a continuing state of emergency, or if state or local officials have imposed or recommended measures to promote social distancing, existing law requires a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting, and to make those findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures. Current law requires a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public

comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option. Current law prohibits a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures from requiring public comments to be submitted in advance of the meeting and would specify that the legislative body must provide an opportunity for the public to address the legislative body and offer comment in real time. This bill would extend the above-described abbreviated teleconferencing provisions when a declared state of emergency is in effect, or in other situations related to public health, as specified, indefinitely.

[AB 817](#) (Pacheco D) Local government: open meetings.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 2/14/2023-From printer. May be heard in committee March 16.

Location: 2/13/2023-A. PRINT

Summary: Current law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. This bill would make nonsubstantive changes to a provision of the Ralph M. Brown Act.

[AB 1348](#) (Grayson D) Local government: open meetings.

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

Introduced: 2/16/2023

Status: 2/17/2023-From printer. May be heard in committee March 19.

Location: 2/16/2023-A. PRINT

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 make nonsubstantive changes to the public record provisions governing the writings related to agendas of public meetings.

[SB 411](#) (Portantino D) Open meetings: teleconferences: bodies with appointed membership.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 2/22/2023-Referred to Coms. on GOV. & F. and JUD.

Location: 2/22/2023-S. GOV. & F.

Summary: Current law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. This bill would authorize a legislative body to use alternate teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. The bill would alternatively define "legislative body" for this purpose to mean a board, commission, or advisory body of a local agency, the membership of which board, commission, or advisory body is appointed and which board, commission, or advisory body is otherwise subject to the Ralph M. Brown Act.

[SB 537](#) (Becker D) Open meetings: local agencies: teleconferences.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 2/22/2023-Referred to Com. on RLS.

Location: 2/14/2023-S. RLS.

Summary: Would state the intent of the Legislature to enact subsequent legislation that expands local government's access to hold public meetings through teleconferencing and remote access.

CEQA

[AB 340](#) (Fong, Vince R) California Environmental Quality Act: grounds for noncompliance.

Current Text: Introduced: 1/30/2023 [html](#) [pdf](#)

Introduced: 1/30/2023

Status: 2/9/2023-Referred to Coms. on NAT. RES. and JUD.

Location: 2/9/2023-A. NAT. RES.

Summary: The California Environmental Quality Act (CEQA) prohibits an action or proceeding from being brought in a court to challenge the approval of a project by a public agency unless the alleged grounds for noncompliance are presented to the public agency orally or in writing by a person during the public comment period provided by CEQA or before the close of the public hearing on the project before the issuance of the notice of determination. This bill would require the alleged grounds for noncompliance with CEQA presented to the public agency in writing be presented at least 10 days before the public hearing on the project before the issuance of the notice of determination. The bill would prohibit the inclusion of written comments presented to the public agency after that time period in the record of proceedings and would prohibit those documents from serving as basis on which an action or proceeding may be brought.

[AB 692](#) ([Patterson, Jim R](#)) California Environmental Quality Act: exemption: egress route projects: fire safety.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 2/23/2023-Referred to Com. on NAT. RES.

Location: 2/23/2023-A. NAT. RES.

Summary: Would, until January 1, 2030, exempt from the the California Environmental Quality Act (CEQA) egress route projects undertaken by a public agency to improve emergency access to and evacuation from a subdivision without a secondary egress route if the State Board of Forestry and Fire Protection has recommended the creation of a secondary access to the subdivision and certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.

[AB 978](#) ([Patterson, Joe R](#)) California Environmental Quality Act: housing projects: judicial review: bonds

Current Text: Introduced: 2/15/2023 [html](#) [pdf](#)

Introduced: 2/15/2023

Status: 2/23/2023-Referred to Coms. on NAT. RES. and JUD.

Location: 2/23/2023-A. NAT. RES.

Summary: Would require a person seeking judicial review of the decision of a lead agency made pursuant to the California Environmental Quality Act (CEQA) to carry out or approve a housing project to post a bond of \$500,000 to cover the costs and damages to the housing project incurred by the respondent or real party in interest. The bill would authorize the court to waive or adjust this bond requirement upon a finding of good cause to believe that the requirement does not further the interest of justice.

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

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

Introduced: 2/16/2023

Status: 3/2/2023-Referred to Coms. on NAT. RES. and L. GOV.

Location: 3/2/2023-A. NAT. RES.

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

[AB 1700](#) ([Hoover R](#)) California Environmental Quality Act: population growth and noise impacts: housing projects.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Com. on NAT. RES.

Location: 3/9/2023-A. NAT. RES.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would specify that population growth, in and of itself, resulting from a housing project and noise impacts of a housing project are not an effect on the environment for purposes of CEQA.

[SB 422](#) (Portantino D) Environmental quality: greenhouse gas emissions: permit streamlining.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 2/22/2023-Referred to Com. on RLS.

Location: 2/13/2023-S. RLS.

Summary: The Jobs and Economic Improvement Through Environmental Leadership Act of 2021 authorizes the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. This bill would state the intent of the Legislature to enact subsequent legislation to adopt permit streamlining guidance for projects that will reduce greenhouse gas emissions.

[SB 423](#) (Wiener D) Land use: streamlined housing approvals: multifamily housing developments.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 2/22/2023-Referred to Coms. on HOUSING and GOV. & F.

Location: 2/22/2023-S. HOUSING

Calendar: 3/21/2023 1:30 p.m. - 1021 O Street, Room 1200 SENATE HOUSING SPECIAL ORDER, WIENER, SCOTT, Chair

Summary: Existing law, the Planning and Zoning Law, 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, among others, that the development proponent has committed to record, prior to the issuance of the first building permit, a land use restriction or covenant providing that any lower or moderate-income housing units required, as specified, remain available at affordable housing costs, as defined, or rent to persons and families of lower or moderate-income for no less than specified periods of time. Existing law repeals these provisions on January 1, 2026. This bill would authorize the Department of General Services to act in the place of a locality or local government, at the discretion of that department, for purposes of the ministerial, streamlined review for development on property owned by or leased to the state. The bill would delete the January 1, 2026, repeal date, thereby making these provisions operative indefinitely. This bill contains other related provisions and other existing laws.

Environment

[AB 9](#) (Muratsuchi D) California Global Warming Solutions Act of 2006: emissions limit.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 1/26/2023-Referred to Com. on NAT. RES.

Location: 1/26/2023-A. NAT. RES.

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.

General Services

[SB 233](#) (Skinner D) Energy: new zero-emission vehicles and electric vehicle supply equipment: bidirectional capability.

Current Text: Introduced: 1/24/2023 [html](#) [pdf](#)

Introduced: 1/24/2023

Status: 2/1/2023-Referred to Com. on RLS.

Location: 1/24/2023-S. RLS.

Summary: Current law requires the State Energy Resources Conservation and Development Commission to undertake various actions in furtherance of meeting the state's clean energy and pollution reduction objectives, including actions related to electric vehicles. This bill would state the Legislature's intent to enact future legislation to mandate that all new zero-emission vehicles and electric vehicle supply equipment sold in California have bidirectional capability by January 1, 2027, to the extent practical as determined by the commission.

Homelessness

[AB 257](#) (Hoover R) Encampments: penalties.

Current Text: Amended: 2/23/2023 [html](#) [pdf](#)

Introduced: 1/19/2023

Last Amend: 2/23/2023

Status: 3/7/2023-In committee: Set, second hearing. Failed passage. Reconsideration granted.

Location: 2/2/2023-A. PUB. S.

Summary: Under current law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Current law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor. This bill would prohibit a person from camping, as defined, in a street, sidewalk, or other public property within 500 feet of a school, daycare center, playground, or youth center.

[AB 550](#) (Schiavo D) Homelessness: public hearings.

Current Text: Amended: 3/2/2023 [html](#) [pdf](#)

Introduced: 2/8/2023

Last Amend: 3/2/2023

Status: 3/6/2023-Re-referred to Com. on L. GOV.

Location: 3/2/2023-A. L. GOV.

Summary: Would require a city, county, and city and county, on or before January 1, 2025, and annually thereafter, to conduct a point-in-time count of homeless persons within that jurisdiction and, on or before January 1, 2026, and annually thereafter, to hold a public hearing to present the data gathered and discuss plans to solve issues related to homelessness in that jurisdiction. The bill would require the city, county, and city and county to, at least 30 days before the public hearing, publish the results of the data gathered on that jurisdiction's internet website and, within 6 months after the public hearing, to develop a plan to reduce homelessness within that jurisdiction. By requiring local agencies to conduct a point-in-time count of homeless persons and develop a plan to reduce homelessness, this bill would impose a state-mandated local program.

[AB 589](#) (Boerner Horvath D) Homeless youth: transitional housing.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 2/10/2023-From printer. May be heard in committee March 12.

Location: 2/9/2023-A. PRINT

Summary: Under current law, the State Department of Social Services licenses and regulates youth homelessness prevention centers as group homes, and transitional housing placement providers for purposes of operating transitional housing placement programs for minor foster children or nonminor dependents, as defined. Under current law, transitional housing units include a host family, a staffed site, or a remote site for independent living, as specified. This bill would state the intent of the Legislature to enact legislation that would create a transitional housing program for homeless youth.

[AB 799](#) (Rivas, Luz D) Homeless Housing, Assistance, and Prevention program: Homelessness Accountability Act.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 2/23/2023-Referred to Com. on H. & C.D.

Location: 2/23/2023-A. H. & C.D.

Summary: Current law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Current law provides for the allocation of funding under the program among continuums of care, cities, and counties in 4 rounds, the first of which is administered by the Business, Consumer Services, and Housing Agency, and the others are administered by the Homeless Coordinating and Financing Council

This bill, the Homelessness Accountability Act, would instead specify that the purpose of the Homeless Housing, Assistance, and Prevention program is to provide ongoing grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by best-practices and to solve homelessness using evidence-based or, where no evidence exists, a data-informed and promising framework, as provided.

Housing

[AB 11](#) **(Jackson D) Affordable California Commission.**

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 1/26/2023-Referred to Com. on A. & A.R.

Location: 1/26/2023-A. A. & A.R.

Calendar: 3/15/2023 9:30 a.m. - State Capitol, Room 437 ASSEMBLY ACCOUNTABILITY AND ADMINISTRATIVE REVIEW, PETRIE-NORRIS, COTTIE, Chair

Summary: Current law declares that the availability of housing is of vital statewide importance. Current law declares that the provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government. Current law declares that housing prices in California have risen dramatically in all parts of the state in the past decade, while the wealth gap, especially the racial wealth gap, continues to be a growing problem in California. Existing law establishes various programs for the development and preservation of affordable housing, including the Affordable Housing Revolving Development and Acquisition Program and the California Dream for A Program. This bill would create the Affordable California Commission. The bill would require that the commission be composed of 11 members, including 9 members appointed by the Governor, the Speaker of the Assembly, and the President pro Tempore of the Senate, as provided, and one member each from the Assembly and the Senate, who would serve as ex officio nonvoting members, as specified.

[AB 284](#) **(Patterson, Joe R) Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.**

Current Text: Introduced: 1/24/2023 [html](#) [pdf](#)

Introduced: 1/24/2023

Status: 2/2/2023-Referred to Com. on H. & C.D.

Location: 2/2/2023-A. H. & C.D.

Summary: Under current law, grants under the Homeless Housing, Assistance, and Prevention (HHAP) program are allocated in 4 rounds of funding, administered by the California Interagency Council on Homelessness, as provided. Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an evaluation of the HHAP program.

[AB 434](#) **(Grayson D) Housing element: notice of violation.**

Current Text: Introduced: 2/6/2023 [html](#) [pdf](#)

Introduced: 2/6/2023

Status: 2/17/2023-Referred to Coms. on H. & C.D. and L. GOV.

Location: 2/17/2023-A. H. & C.D.

Summary: The Planning and Zoning Law, for housing development projects that submit a preliminary application prior to January 1, 2030, prohibits a city or county from conducting more than 5 hearings, as defined, held pursuant to these provisions, or any other law, ordinance, or regulation requiring a public hearing, if the proposed housing development project complies with the applicable, objective general plan and zoning standards in effect at the time an application is deemed complete, as defined. Current law requires the Department of Housing and Community Development to notify a city, county, or city and county, and authorizes the department to notify the Attorney General, that a 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 additionally authorize the department to notify a city, county, city and county, or the Attorney General when the planning agency of a city, county, or city and county fails to comply with the above-described provision that prohibits holding more than 5 hearings for specified variances.

[AB 510](#) **(Jackson D) Local land trusts.**

Current Text: Introduced: 2/7/2023 [html](#) [pdf](#)

Introduced: 2/7/2023

Status: 2/8/2023-From printer. May be heard in committee March 10.

Location: 2/7/2023-A. PRINT

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 that the housing element include 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, existing law requires that the local government rezone sites within specified time periods. Current law prescribes requirements for the disposal of surplus land, as defined, by a local agency. Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. This bill would require each city and county to establish a local land trust, as defined, for the purposes of holding and developing real property within the jurisdiction. The bill would require the local land trust to be governed by the city council or board of supervisors of the local government.

[AB 529](#)

(Gabriel D) Adaptive reuse projects.

Current Text: Introduced: 2/8/2023 [html](#) [pdf](#)

Introduced: 2/8/2023

Status: 2/17/2023-Referred to Coms. on H. & C.D. and L. GOV.

Location: 2/17/2023-A. H. & C.D.

Calendar: 3/29/2023 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, BUFFY, Chair

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 specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with specified provisions of that law. Existing law, for award cycle commenced after July 1, 2021, awards a city, county, or city and county, that has adopted a housing element determined by the department to be in substantial compliance with specified provisions of the Planning and Zoning Law and that has been designated by the department as prohousing based upon their adoption of prohousing local policies, as specified, additional points in the scoring of program applications for housing and infrastructure programs pursuant to guidelines adopted by the department, as provided. This bill would add the expansion of adaptive reuse projects to the list of specified prohousing local policies.

[AB 637](#)

(Low D) Density Bonus Law.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 2/17/2023-Referred to Coms. on H. & C.D. and L. GOV.

Location: 2/17/2023-A. H. & C.D.

Calendar: 3/29/2023 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, BUFFY, Chair

Summary: The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law requires a city or county to grant a proposal for an incentive or concession requested by a developer unless it would not result in identifiable and actual cost reductions, as specified, would have a specific, adverse impact on public health or safety or on specified real property and for which there is no method to avoid or mitigate that impact, as specified, or would be contrary to state or federal law. This bill would additionally except from the requirement that a city or county to grant a proposal an incentive or concession would have an adverse impact on a policy that affirmatively furthers fair housing, as specified.

[AB 1287](#)

(Alvarez D) Density Bonus Law: additional density bonus and incentives or concessions: California Coastal Act of 1976.

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

Introduced: 2/16/2023

Status: 3/2/2023-Referred to Coms. on H. & C.D. and NAT. RES.

Location: 3/2/2023-A. H. & C.D.

Summary: Would require a city, county, or city and county to grant an additional density bonus, calculated as specified, when an applicant proposes to construct a housing development that conform to specified requirements and provides 24% of the base density units to lower income households, conforms to specified requirements and provides 15% of the base density units to very low income households, or conforms to specified requirements and provides 44% of the total units to moderate-income units. The bill would require a city, county, or city and county to grant additional incentives or concessions for a project that meets any of those categories and also includes certain percentages of

units for persons and families of moderate income. By imposing additional duties on local officials in administering the Density Bonus Law, this bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 1485 (Haney D) Housing element: enforcement: Attorney General.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Coms. on H. & C.D. and JUD.

Location: 3/9/2023-A. H. & C.D.

Calendar: 3/29/2023 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, BUFFY, Chair

Summary: Current law authorizes the department to notify the office of the Attorney General, that a city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to the housing element does not substantially comply with specified provisions of the Planning and Zoning Law, or that the local government has taken action or failed to act in violation of specified provisions of law relating to housing, including, among others, the Housing Accountability Act, the Density Bonus Law, and the Housing Crisis Act of 2019. Current law provides that an intervention takes place when a nonparty becomes a party to an action or proceeding between other persons by, among other things, joining a plaintiff in claiming what is sought by the complaint. Current law requires the court to permit a nonparty to intervene in the action or proceeding if a provision of law confers an unconditional right to intervene. This bill would permit the Office of the Attorney General to intervene as a matter of unconditional right in any legal action addressing a violation of the housing laws for which the department may notify the office of the Attorney General that a city, county, or city and county has violated, as described above.

AB 1490 (Lee D) Affordable housing development projects: adaptive reuse.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Coms. on H. & C.D. and L. GOV.

Location: 3/9/2023-A. H. & C.D.

Summary: Current law requires the Department of Housing and Community Development to give priority with respect to funding under the Multifamily Housing Program to projects that prioritize adaptive reuse in existing developed areas served with public infrastructure, as specified. This bill would define adaptive reuse as the retrofitting and repurposing of an existing building to create new residential units. The bill would require a local government to provide an affordable housing project that is an adaptive reuse project and that guarantees that 100% of the units be made available for lower income households, 50% of which shall be made available to extremely low income households or very low income households, specified benefits and exemptions by local government agencies, including, among other things, approval of all entitlements and permits applicable to the project in 30 days or less, exemption from any minimum floor area ratio, and waiver of local building and permit fees, as specified.

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

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Com. on H. & C.D.

Location: 3/9/2023-A. H. & C.D.

Summary: Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Affordable Housing Bond Act of 2024, which, if adopted, would authorize the issuance of bonds in the amount of \$_____ pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and homeownership programs, as provided. This bill contains other related provisions.

ACA 10 (Haney D) Fundamental human right to housing.

Current Text: Introduced: 3/6/2023 [html](#) [pdf](#)

Introduced: 3/6/2023

Status: 3/7/2023-From printer. May be heard in committee April 6.

Location: 3/6/2023-A. PRINT

Summary: The California Constitution enumerates various personal rights, including the right to enjoy and defend life and liberty, acquiring, possessing, and protecting property, and pursuing and obtaining safety, happiness, and privacy. This measure would declare that the state recognizes the fundamental human right to adequate housing for everyone in California. The measure would make it the shared

obligation of state and local jurisdictions to respect, protect, and fulfill this right, by all appropriate means, as specified.

SB 4

(Wiener D) Planning and zoning: housing development: higher education institutions and religious institutions.

Current Text: Amended: 2/22/2023 [html](#) [pdf](#)

Introduced: 12/5/2022

Last Amend: 2/22/2023

Status: 2/22/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.

Location: 2/1/2023-S. HOUSING

Calendar: 3/21/2023 1:30 p.m. - 1021 O Street, Room 1200 SENATE HOUSING SPECIAL ORDER, WIENER, SCOTT, Chair

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit, if the development satisfies certain objective planning standards. The Zenovich-Moscone-Chacon Housing and Home Finance Act, establishes the California Tax Credit Allocation Committee within the Department of Housing and Community Development. Current law requires the committee to allocate state low-income housing tax credits in conformity with state and federal law that establishes a maximum rent that may be charged to a tenant for a project unit constructed using low-income housing tax credits. This bill would require that a housing development project be a use by right upon the request of an applicant who submits an application for streamlined approval, on any land owned by an independent institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria, including that the development is not adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use. The bill would define various terms for these purposes.

SB 20

(Rubio D) Joint powers agreements: regional housing trusts.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 1/18/2023-Referred to Coms. on GOV. & F. and HOUSING.

Location: 1/18/2023-S. GOV. & F.

Calendar: 3/29/2023 9:30 a.m. - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, ANNA, Chair

Summary: Would authorize 2 or more cities, by entering into a joint powers agreement pursuant to the Joint Exercise of Powers Act, to create a regional housing trust for the purposes of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their jurisdictions. The bill would require a regional housing trust created pursuant to these provisions to be governed by a board of directors consisting of a minimum of 9 directors, as specified. The bill would authorize a regional housing trust to fund the planning and construction of housing, receive public and private financing and funds, and authorize and issue bonds, as specified. The bill would require the joint powers agreement establishing the regional housing trust to incorporate specified annual financial reporting and auditing requirements.

SB 294

(Wiener D) Housing development projects: floor area ratios.

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

Introduced: 2/2/2023

Status: 2/15/2023-Referred to Coms. on GOV. & F. and HOUSING.

Location: 2/15/2023-S. GOV. & F.

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 prohibits 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. Current law prohibits a local agency from imposing a lot coverage requirement that would physically preclude a housing development project of not more than 10 units from achieving the floor area ratios described above. This bill would delete the 10-unit maximum for eligible projects, and would prohibit a local agency from imposing a floor area ratio standard that is less than 2.5 on a housing development project that consists of 11 to 20 units. The bill would prohibit a local agency from imposing a floor area ratio standard that is less than 1.25 for every ten housing units, rounded to the nearest ten units, on a housing development project that consists of more than 20 units.

SB 341

(Becker D) Housing development.

Current Text: Introduced: 2/7/2023 [html](#) [pdf](#)

Introduced: 2/7/2023

Status: 3/7/2023-Set for hearing March 21.

Location: 2/15/2023-S. HOUSING

Calendar: 3/21/2023 1:30 p.m. - 1021 O Street, Room 1200 SENATE HOUSING, WIENER, SCOTT, Chair

Summary: Current law awards jurisdictions that are in substantial compliance with specified provision and that are prohousing additional points or preference in the scoring of applications for specified state programs, including, among others, the Affordable Housing and Sustainable Communities Program and the Infill Incentive Grant Program of 2007. Current law authorizes additional bonus point to be awarded to other state programs when already allowable under state law. Current law establishes the Infill Infrastructure Grant Program of 2019, which requires the department, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants, as defined, to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area, as those terms are defined, pursuant to specified requirements. Current law requires the department, in its review and ranking of applications for the award of capital improvement project grants, to rank affected qualifying infill projects and qualifying infill areas based on specified priorities. This bill would remove the Affordable Housing and Sustainable Communities program from the list of specified state programs for which additional points or preference is awarded. This bill, with respect to the Infill Infrastructure Grant Program of 2019, would specify that only the qualifying infill area portion of that program must be awarded additional points or preference. This bill would add the qualifying infill area and catalytic qualifying infill area portions of the Infill Infrastructure Grant Program of 2019 as one of the specified state programs for which additional points or preference is awarded.

SB 356 (Archuleta D) Housing: Code Enforcement Incentive Program: Community Code Enforcement Pilot Program.

Current Text: Introduced: 2/8/2023 [html](#) [pdf](#)

Introduced: 2/8/2023

Status: 3/7/2023-Set for hearing March 21.

Location: 2/15/2023-S. HOUSING

Calendar: 3/21/2023 1:30 p.m. - 1021 O Street, Room 1200 SENATE HOUSING, WIENER, SCOTT, Chair

Summary: Current law establishes the Code Enforcement Incentive Program pursuant to which the Department of Housing and Community Development, upon appropriation by the Legislature, makes funds available as matching grants to cities, counties, and cities and counties that operate local building enforcement programs for more than 3 years, as provided. Current law requires the recipient city, county, or city and county to provide a cash or in-kind local match of least 25% in the first year, 50% in the 2nd year, and 75% in the 3rd year, and limits the maximum grant to a single recipient under the program to \$1,000,000. Current law requires the department to award grants under the program on a competitive basis, based on criteria weighted for specified applicants, including local government applicants that propose to identify and prosecute owners with habitual, repeated, multiple code violations that have remained unabated beyond the period required for abatement. The bill would revise the cash or in-kind local match requirement, described above, to instead require a recipient city, county, or city and county to match at least 35% of the funds awarded over 3 years. The bill would increase the maximum grant to a single recipient under the program from \$1,000,000 to \$2,000,000, and require the department to adjust that amount for inflation at least once every 5 years.

SB 393 (Glazer D) California Environmental Quality Act: judicial challenge: identification of contributors housing projects.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 2/27/2023-Set for hearing March 15.

Location: 2/22/2023-S. E.Q.

Calendar: 3/15/2023 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, BENJAMIN, Chair

Summary: The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would require a plaintiff or petitioner, in an action brought pursuant to the act, to disclose the identity of a person or entity that contributes in excess of \$1,000, as specified, toward the plaintiff's or petitioner's costs of the action. The bill also would require the plaintiff or petitioner to identify any pecuniary or business interest related to the project of any person or entity that contributes in excess of \$1,000 to the costs of the action, as specified. The bill would provide that a failure to comply with these requirements may be grounds for dismissal of the action by the court.

SB 834 (Portantino D) Housing: California Family Home Construction and Homeownership Bond Act of 2023.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/7/2023-Set for hearing March 21.

Location: 3/1/2023-S. HOUSING

Calendar: 3/21/2023 1:30 p.m. - 1021 O Street, Room 1200 SENATE HOUSING, WIENER, SCOTT, Chair

Summary: Would enact the California Family Home Construction and Homeownership Bond Act of 2023 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$25,000,000,000 pursuant to the State General Obligation Bond Law to finance the California Family Home Construction and Homeownership Program, established as part of the bond act. The bill would authorize the California Housing Finance Agency to award California Socially Responsible Second Mortgage Loans to eligible applicants to use as a down payment or to pay closing costs on the purchase of a new home. The bill would also authorize the agency to award Family Homeownership Opportunity Infrastructure Improvement Loans to developers to be used for predevelopment infrastructure improvements and other upfront costs typically incurred in connection with new home construction, under specified conditions. The bill would require that moneys received from a loan recipient for the repayment of financing provided under the program be used to pay debt service when due on bonds issued pursuant to the bond act. The bill would also authorize the agency to issue revenue bonds for the purposes of financing the program, as specified.

Human Resources

[AB 1100](#) **(Low D) Employment: workweek.**

Current Text: Introduced: 2/15/2023 [html](#) [pdf](#)

Introduced: 2/15/2023

Status: 2/16/2023-From printer. May be heard in committee March 18.

Location: 2/15/2023-A. PRINT

Summary: Current law generally establishes that 8 hours of labor constitutes a day's work and further establishes a 40-hour workweek. This bill would declare the intent of the Legislature to subsequently amend this bill to include provisions that would establish a 4-day workweek.

Local Government

[AB 764](#) **(Bryan D) Elections: city and county redistricting.**

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 2/14/2023-From printer. May be heard in committee March 16.

Location: 2/13/2023-A. PRINT

Summary: Current law, the Fair And Inclusive Redistricting for Municipalities And Political Subdivisions (FAIR MAPS) Act, establishes criteria and procedures by which cities and counties adjust or adopt council and supervisorial district area boundaries, as applicable, for the purpose of electing members of the governing body of each of those local jurisdictions. This bill would state the intent of the Legislature to enact legislation to amend the FAIR MAPS Act to ensure the integrity, fairness, transparency, and accessibility of the local redistricting process, and to promote fair and effective representation for all people, as specified.

[ACA 1](#) **(Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: vote approval.**

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 12/6/2022-From printer. May be heard in committee January 5.

Location: 12/5/2022-A. PRINT

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

Natural Resources

- [SB 867](#)** (**[Allen D](#)**) **Drought and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, and Park Creation and Outdoor Access Bond Act of 2023.**
Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)
Introduced: 2/17/2023
Status: 3/7/2023-Set for hearing March 28.
Location: 3/1/2023-S. N.R. & W.
Calendar: 3/28/2023 9:30 a.m. - 1021 O Street, Room 2100 SENATE NATURAL RESOURCES AND WATER, MIN, DAVE, Chair
Summary: Would enact the Drought and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, and Park Creation and Outdoor Access Bond Act of 2023, which, if approved by the voters, would authorize the issuance of bonds in an unspecified amount pursuant to the State General Obligation Bond Law to finance projects for drought and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate smart agriculture, and park creation and outdoor access programs.

Planning/Zoning

- [AB 323](#)** (**[Holden D](#)**) **Planning and land use: parcels: changes in use.**
Current Text: Introduced: 1/30/2023 [html](#) [pdf](#)
Introduced: 1/30/2023
Status: 2/9/2023-Referred to Coms. on H. & C.D. and L. GOV.
Location: 2/9/2023-A. H. & C.D.
Calendar: 3/29/2023 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, BUFFY, Chair
Summary: Would revise the Planning and Zoning Law to prohibit a developer from submitting a petition for public hearing to a city, county, or city and county, for a change in use of a parcel intended for owner occupancy pursuant to a local inclusionary zoning ordinance or density bonus project, as defined, unless the developer can prove that none of the applicants for owner occupancy can qualify for the unit as an owner occupant pursuant to the income limitation recorded on the deed or other instrument defining the terms of conveyance eligibility.
- [AB 821](#)** (**[Grayson D](#)**) **Planning and zoning: development project application.**
Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)
Introduced: 2/13/2023
Status: 2/23/2023-Referred to Coms. on L. GOV. and H. & C.D.
Location: 2/23/2023-A. L. GOV.
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 of certain land outside its boundaries. Current law requires that county or city zoning ordinances be consistent with the general plan of the county or city by January 1, 1974. Current law requires a zoning ordinance to be amended within a reasonable time so that it is consistent with the general plan in the event that the ordinance becomes inconsistent with the plan by reason of amendment to the plan. This bill, among other things, would provide that, in the event that a city or county fails to amend an inconsistent zoning ordinance within 90 days after receiving written notice of the inconsistency, a proposed development project shall not be deemed inconsistent with that zoning ordinance and related zoning standard or criteria and shall not be required to be rezoned, if there is substantial evidence that would allow a reasonable person to conclude that the proposed development project is consistent with objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan.
- [AB 894](#)** (**[Friedman D](#)**) **Parking requirements: shared parking.**
Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)
Introduced: 2/14/2023
Status: 3/2/2023-Referred to Coms. on L. GOV. and H. & C.D.
Location: 3/2/2023-A. L. GOV.
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 also authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for

parking. This bill would require a public agency, as defined, to allow existing land uses with underutilized parking, as defined, to share the underutilized parking with the public, a private entity, a public agency, or other users. The bill would require a public agency to allow shared parking to be counted toward meeting automobile parking requirements for a new or existing development or use, including underutilized parking spaces, when the parking spaces meet specified conditions regarding the distance of the spaces from the applicable site. The bill would require a public agency to accept a parking analysis using peer-reviewed methodologies developed by a professional planning association, as specified, when determining the number of shared parking spaces that can be reasonably shared between different uses.

[AB 932](#) (Ting D) Planning and zoning: junior accessory dwelling units: application approval time period.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 3/2/2023-Referred to Coms. on H. & C.D. and L. GOV.

Location: 3/2/2023-A. H. & C.D.

Summary: Current law provides for the creation of junior 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 permitting agency to either approve or deny an application for a permit pursuant to these provisions within 60 days from the date the local agency receives a completed application if there is an existing single-family dwelling on the lot. If the applicant requests a delay, existing law requires this time period to be tolled for the period of the delay. This bill would change that time period to 45 days.

[AB 976](#) (Ting D) Accessory dwelling units: owner-occupancy requirements.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 2/23/2023-Referred to Coms. on H. & C.D. and L. GOV.

Location: 2/23/2023-A. H. & C.D.

Calendar: 3/29/2023 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, BUFFY, Chair

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 instead prohibit a local agency from imposing an owner-occupancy requirement on any accessory dwelling unit.

[AB 1114](#) (Haney D) Planning and zoning: housing development projects: postentitlement phase permits.

Current Text: Introduced: 2/15/2023 [html](#) [pdf](#)

Introduced: 2/15/2023

Status: 3/2/2023-Referred to Coms. on L. GOV. and H. & C.D.

Location: 3/2/2023-A. L. GOV.

Calendar: 3/22/2023 1:30 p.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, CECILIA, Chair

Summary: Current law defines "postentitlement phase permit" to include all nondiscretionary permits and reviews filed after the entitlement process has been completed that are required or issued by the local agency to begin construction of a development that is intended to be at least 2/3 residential, excluding discretionary and ministerial planning permits, entitlements, and certain other permits and reviews. These permits include, but are not limited to, building permits and all interdepartmental review required for the issuance of a building permit, permits for minor or standard off-site improvements, permits for demolition, and permits for minor or standard excavation and grading. Current law defines other terms for its purposes. Current law establishes time limits for completing reviews regarding whether an application for a postentitlement phase permit is complete and compliant, and whether to approve or deny an application, as specified, and makes any failure to meet these time limits a disapproval of the housing development project and a violation of the Housing Accountability Act. Current law requires a local agency, beginning on specified dates determined by population size, to provide an option for postentitlement phase permits to be applied for, completed, and retrieved by the applicant on its internet website, and accept applications for postentitlement phase permits and any related documentation by electronic mail until that process has been established. This bill would modify the definition of "postentitlement phase permits" to eliminate the nondiscretionary aspect of permits not otherwise excluded, thereby applying the definition to those permits without regard to whether they are nondiscretionary.

[AB 1308](#) (Quirk-Silva D) Planning and Zoning Law: single-family residences: parking requirements.

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

Introduced: 2/16/2023

Status: 3/2/2023-Referred to Coms. on L. GOV. and H. & C.D.

Location: 3/2/2023-A. L. GOV.

Summary: The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances that regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill would prohibit a public agency, as defined, from imposing a new minimum parking requirement on a project to remodel, renovate, or add to a single-family residence, except as specified.

AB 1504 (McCarty D) Planning and zoning: adoption of regulations: electric vehicle charging stations.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Com. on L. GOV.

Location: 3/9/2023-A. L. GOV.

Summary: Existing law requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations through the issuance of a building permit or similar nondiscretionary permit and requires the review of an application to install an electric vehicle charging station to be limited to the building official's review of whether it meets all health and safety requirements of local, state, and federal law. Existing law prohibits a city, county, or city and county from denying an application for a use permit to install an electric vehicle charging station unless it makes written findings that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. Existing law requires that any conditions imposed on an application to install an electric vehicle charging station be designed to mitigate the specific, adverse impact upon the public health or safety at the lowest cost possible. Existing law defines "electric vehicle charging station" or "charging station" for these purposes. This bill would provide that "electric vehicle charging station" includes electric vehicle charging stations installed in the public right-of-way and electric vehicle charging stations installed with a battery storage system.

SB 91 (Umberg D) California Environmental Quality Act: exemption: supportive and transitional housing: motel conversion.

Current Text: Introduced: 1/17/2023 [html](#) [pdf](#)

Introduced: 1/17/2023

Status: 2/10/2023-Set for hearing March 15.

Location: 1/25/2023-S. E.Q.

Calendar: 3/15/2023 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, BENJAMIN, Chair

Summary: Current law, until January 1, 2025, exempts from the California Environmental Quality Act (CEQA) projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. This bill would extend indefinitely the above exemption.

SB 396 (Wahab D) Local government: excavations: notice.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 2/22/2023-Referred to Com. on GOV. & F.

Location: 2/22/2023-S. GOV. & F.

Summary: Current law imposes various duties on local agencies relating to construction and property within its jurisdiction, including by requiring local agencies with jurisdiction to approve excavations to allow microtrenching, as defined, for the installation of underground fiber if the installation in the microtrench is limited to fiber, except as provided. Current law requires, during the project planning phase of certain department-led construction projects, the Department of Transportation to notify companies and organizations working on broadband deployment of the project on its internet website to encourage collaborative broadband installations. This bill would require, prior to commencing any local agency-led excavation projects, as defined, a city, county, or city and county to notify interested parties of the project on its internet website to encourage collaborative installations of important utilities and infrastructure, including, but not limited to, fiber optic cable, undergrounding utilities, or other important services.

SB 405 (Cortese D) Planning and zoning: housing element: inventory of sites: regional housing need.

Current Text: Introduced: 2/9/2023 [html](#) [pdf](#)

Introduced: 2/9/2023

Status: 2/22/2023-Referred to Com. on HOUSING.

Location: 2/22/2023-S. HOUSING

Summary: Current law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified. Current law requires the appropriate council of governments, or 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 a city or county to determine whether

each site in its inventory of land can accommodate the development of some portion of its share of the regional housing need, as provided. This bill, for a housing element or amendment adopted as part of the seventh planning period, would require the planning agency to provide notice to the owner of a site included in the above-described inventory that the site is included in that inventory, if the owner's identity and contact information is known, as specified. If the site owner notifies the planning agency or the department that the owner does not intend to develop at least 80% of the number of units for the site, determined as described above, during the current planning period, the bill would provide that the site would not be considered a site that can be developed to meet the jurisdiction's share of the regional housing need, except as specified. The bill would require the planning agency to make a reasonable effort to identify an owner and the owner's contact information and to determine the intent of the owner to develop the site. The bill would require that the information be an important factor for the department in determining whether the housing element identifies sufficient sites to meet the jurisdiction share of regional housing. The bill would require the department to amend specified standards, forms, and definitions to implement these provisions.

SB 662 (Rubio D) Land use: housing element.

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

Introduced: 2/16/2023

Status: 3/1/2023-Referred to Com. on GOV. & F.

Location: 3/1/2023-S. GOV. & F.

Summary: Current law requires each city or county to adopt a general plan that includes, among other elements, a housing element, and requires each city or county to periodically revise its general plan. Current law requires the Office of Planning and Research to notify a city or county with a general plan that has not been revised within 8 years, and to notify the Attorney General if the city or county's general plan is not revised within 10 years. This bill would instead require the office to notify the Attorney General if the city or county has not updated its housing element within 12 years following that notification.

SB 684 (Caballero D) Land use: Subdivision Map Act: expiration dates.

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

Introduced: 2/16/2023

Status: 3/1/2023-Referred to Com. on GOV. & F.

Location: 3/1/2023-S. GOV. & F.

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 thereof. The act generally requires a subdivider to file a tentative map or vesting tentative map with the local agency, as specified, and the local agency, in turn, to approve, conditionally approve, or disapprove the map within a specified time period. The act requires an approved or conditionally approved tentative map or vesting tentative map to expire 24 months after its approval or conditional approval, or after an additional period of time prescribed by local ordinance, not to exceed an additional 24 months. However, the act extends the expiration date of certain approved tentative maps and vesting tentative maps, as specified. This bill would authorize a legislative body to extend the expiration date, by up to 24 months, of a tentative map, vesting tentative map, or parcel map that meets certain criteria, including that a tentative map or vesting tentative map was approved on or after January 1, 2017, and not later than January 1, 2022, and that it relates to the construction of single-family or multifamily housing, as specified.

SB 713 (Padilla D) Planning and zoning: density bonuses: preemption.

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

Introduced: 2/16/2023

Status: 3/1/2023-Referred to Coms. on HOUSING and GOV. & F.

Location: 3/1/2023-S. HOUSING

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 certain types of housing. Current law requires a city, county, or city and county to adopt an ordinance specifying how compliance with the Density Bonus Law will be implemented and, except as provided, specifies that failure to adopt an ordinance does not relieve the city, county, or city and county from compliance with that law. This bill would specify that the provisions of the Density Bonus Law prevail in the event of a conflict between that law and an ordinance, regulation, or other local law enacted by initiative.

Special Session

ABX1 1 (Ting D) Oil refineries: maintenance.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022
Status: 12/6/2022-From printer.
Location: 12/5/2022-A. PRINT

Summary: The California Refinery and Chemical Plant Worker Safety Act of 1990 requires, among other things, every petroleum refinery employer to submit to the Division of Occupational Safety and Health full schedule of planned turnarounds, meaning a planned, periodic shutdown of a refinery process unit or plant to perform maintenance, overhaul, and repair operations and to inspect, test, and replace process materials and equipment, as provided. This bill would express the intent of the Legislature to enact subsequent legislation to ensure that only one oil refinery in the state is undergoing scheduled maintenance at a time.

ABX1 2 **(Fong, Vince R) Motor Vehicle Fuel Tax Law: suspension of tax.**

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022
Status: 12/6/2022-From printer.
Location: 12/5/2022-A. PRINT

Summary: Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

SBX1 1 **(Jones R) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.**

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022
Status: 12/5/2022-Introduced. Read first time. Referred to Com. on RLS.
Location: 12/5/2022-S. RLS.

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emission the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.

SBX1 2 **(Skinner D) Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.**

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022
Status: 12/5/2022-Introduced. Read first time. Referred to Com. on RLS.
Location: 12/5/2022-S. RLS.

Summary: Current law requires operators of refineries in the state that produce gasoline meeting California specifications, within 30 days of the end of each calendar month, to submit a report to the State Energy Resources Conservation and Development Commission containing certain information regarding its refining activities related to the production of gasoline in that month. Current law requires the commission to notify a refiner that has failed to timely provide the required information and imposes a civil penalty on the refiner that fails to submit the required information within 5 days of being notified of the failure. This bill would establish a maximum gross gasoline refining margin at an unspecified amount per gallon and would authorize the commission to annually adjust the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. The bill would also authorize the commission to assess an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to grant a refiner's request for an exemption from the maximum gross gasoline refining margin upon a showing by the refiner of reasonable cause, and to subject the refiner to alternative maximum margins or other conditions set by the commission. The bill would require a refiner seeking an exemption to file a statement under the penalty of perjury setting forth the basis of the request for exemption.

(Wiener D) Ballot measures: local taxes.

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 2/22/2023-Referred to Coms. on GOV. & F. and E. & C.A.

Location: 2/22/2023-S. GOV. & F.

Calendar: 3/29/2023 9:30 a.m. - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, ANNA, Chair

Summary: Current law requires that the ballots used when voting upon a measure proposed by a local governing body or submitted to the voters as an initiative or referendum measure, including a measure authorizing the issuance of bonds or the incurrence of debt, have printed on them a true and impartial statement describing the purpose of the measure. If the proposed measure imposes a tax or raises the rate of a tax, current law requires the ballot to include in the statement of the measure the amount of money to be raised annually and the rate and duration of the tax to be levied. This bill would exempt from this requirement a measure that imposes or increases a tax with more than one rate or authorizes the issuance of bonds.

Transportation

(Friedman D) Transportation planning.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 12/6/2022-From printer. May be heard in committee January 5.

Location: 12/5/2022-A. PRINT

Summary: Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.

(Friedman D) Transportation: funding: capacity projects.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 12/6/2022-From printer. May be heard in committee January 5.

Location: 12/5/2022-A. PRINT

Summary: Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.

(Dixon R) Motor Vehicle Fuel Tax Law: adjustment suspension.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 12/6/2022-From printer. May be heard in committee January 5.

Location: 12/5/2022-A. PRINT

Summary: The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a

proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.

[AB 53](#)

(Fong, Vince R) Motor Vehicle Fuel Tax Law: suspension of tax.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 12/6/2022-From printer. May be heard in committee January 5.

Location: 12/5/2022-A. PRINT

Summary: Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

[AB 69](#)

(Waldron R) Transportation: traffic signal synchronization: roadway improvement projects.

Current Text: Introduced: 12/9/2022 [html](#) [pdf](#)

Introduced: 12/9/2022

Status: 2/2/2023-Referred to Com. on TRANS.

Location: 2/2/2023-A. TRANS.

Summary: The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law authorizes moneys in the fund to be allocated, as specified, for an investment in a traffic signal synchronization component that is part of a sustainable infrastructure project if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect. This bill would additionally authorize moneys in the fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect.

[AB 825](#)

(Bryan D) Vehicles: bicycles on sidewalks.

Current Text: Introduced: 2/13/2023 [html](#) [pdf](#)

Introduced: 2/13/2023

Status: 2/23/2023-Referred to Com. on TRANS.

Location: 2/23/2023-A. TRANS.

Calendar: 3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN LAURA, Chair

Summary: Would prohibit a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway or corridor that does not include a Class I, Class II, or Class IV bikeway, as defined. The bill would require a person riding a bicycle upon a sidewalk to yield the right-of-way to pedestrians and to adhere to a 10-miles-per-hour speed limit. By creating a new crime, this bill would impose a state-mandated local program.

[AB 930](#)

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

Current Text: Introduced: 2/14/2023 [html](#) [pdf](#)

Introduced: 2/14/2023

Status: 3/2/2023-Referred to Coms. on L. GOV. and J., E.D., & E.

Location: 3/2/2023-A. L. GOV.

Summary: Would authorize the legislative bodies of 2 or more local governments, defined to include a city, county, special district, or transit agency, to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require the Office of Planning and Research (OPR) to develop standards for the formation of RISE districts no later than November 30, 2025. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government.

[AB 1626](#)

(McCarty D) Transportation electrification: fleet data.

Current Text: Introduced: 2/17/2023 [html](#) [pdf](#)

Introduced: 2/17/2023

Status: 3/9/2023-Referred to Coms. on U. & E. and TRANS.

Location: 3/9/2023-A. U. & E.

Calendar: 4/12/2023 1:30 p.m. - State Capitol, Room 437 ASSEMBLY UTILITIES AND ENERGY, GARCIA EDUARDO, Chair

Summary: Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in collaboration with the State Air Resources Board, the Public Utilities Commission, and other relevant stakeholders, to annually gather from state agencies, as provided, specified entities' fleet data for on-road and off-road vehicles in the medium- and heavy-duty sectors, including information that would allow an electrical corporation or local publicly owned electric utility to estimate the total anticipated charging capacity at each fleet location, and share that data with electrical corporations and local publicly owned electric utilities to help inform electrical grid planning efforts, as specified. Existing law prohibits electrical corporations and local publicly owned electric utilities from disclosing that data to third parties. This bill would require the Energy Commission to also gather aggregated information that would allow the public sector to estimate the total anticipated hydrogen fueling capacity at each fleet location. The bill would require the Energy Commission to share the aggregated data with developers of publicly available hydrogen fueling stations and would prohibit the developer of a publicly available hydrogen fueling station from disclosing that data to third parties. This bill contains other related provisions and other existing laws.

[SB 5](#)

(Nguyen R) Motor Vehicle Fuel Tax Law: limitation on adjustment.

Current Text: Introduced: 12/5/2022 [html](#) [pdf](#)

Introduced: 12/5/2022

Status: 1/18/2023-Referred to Com. on GOV. & F.

Location: 1/18/2023-S. GOV. & F.

Summary: The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

Total Measures: 191
Total Tracking Forms: 191



AGENDA ITEM 3
REPORT

Southern California Association of Governments
March 21, 2023

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Francisco Barajas, Senior Legislative Affairs Analyst
(213) 630-1400, barajasf@scag.ca.gov

Subject: March Legislative Advocacy Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This report provides the Legislative/ Communications and Membership Committee (LCMC) with an update on SCAG’s most recent legislative advocacy efforts, including SCAG support for local applications for state and federal competitive grant opportunities, meetings with members of our state delegation, SCAG Participation in a Senate Committee on Energy, Utilities and Communications “Broadband Oversight Hearing,” and SCAG’s efforts to secure Congressionally Directed Spending and support priority Congressional Programmatic Requests.

BACKGROUND:

Transit and Intercity Rail Capital Program (TIRCP)

The Transit and Intercity Rail Capital Program (TIRCP) was created to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The California State Transportation Agency (CalSTA), which administers TIRCP, is currently evaluating applications for TIRCP’s sixth cycle and will award up to \$1.14 billion to the most competitive applications in California.

Nine public agencies from the SCAG region submitted 14 TIRCP applications for state funding to support projects that will modernize our transportation system and advance our climate goals. In



In addition to providing letters of support for each of these projects, SCAG proactively authored a letter of support for the program’s applications from the Southern California region to Assembly Speaker Anthony Rendon and the entire Southern California Delegation.

A copy of the letter is attached to this report.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Support Letters

The US Department of Transportation (USDOT) published a Notice of Funding Opportunity (NOFO) for \$1.5 billion in grant funding for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant in December of 2022. The grant provides funding for states, municipalities, tribal governments, counties, and other entities to complete freight and passenger transportation infrastructure projects. Last year, the Port of Los Angeles, City of Fontana, and City of Inglewood received \$50 million in funding for their projects.

Applications for this year’s NOFO were due February 28, 2023 and award will be announced in the summer. SCAG provided eight letters to support RAISE applications from the region.

Requestor	Project
Imperial County Transportation Commission	Calexico Intermodal Transportation Center
City of Anaheim	Building Bridges to Transit
City of Imperial	SR 86 Improvement Project
Los Angeles County Public Works	San Gabriel Valley: Emerald Necklace Phase I Project
Port of Los Angeles	National Highway Freight Network (NHFN) Improvement Program - State Route 47-Seaside Avenue & Navy Way Interchange Improvement Project
City of Azusa	San Gabriel Avenue and Azusa Avenue to Citrus Avenue on First Street/ Baseline Road
Orange County Transportation Authority	State Route 91 (SR-91) Improvement Project from State Route 55 (SR-55) (Project) to Lakeview Avenue
City of Laguna Niguel	Crown Valley Parkway Improvements

A copy of a letter of support is attached to this report.

Sustainable Transportation Planning Grant

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) Mission: Provide a safe and reliable transportation network that serves all people and respects the environment. The Program includes three different grant opportunities:

- Sustainable Communities Grants (\$29.5 million) to encourage local and regional planning that supports state goals, implements the Regional Transportation Plan/ Sustainable Communities Strategies (RTP/SCS), and ultimately to achieve the State's greenhouse gas (GHG) reduction targets.
- Climate Adaptation Planning Grants (\$50 million) to support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.
- Strategic Partnership Grants (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.

SCAG authored eleven letters of support for applications for the above Sustainable Transportation Planning Grants from our region.

Requestor	Project
San Bernardino County Transportation Authority and Western Riverside Council of Governments	Resilient IE
Inglewood/South Bay Cities COG	Local Travel Network project
City of Laguna Niguel	Gateway Connectivity Plan
City of Santa Monica	Santa Monica Boulevard Safety Study
City of Jurupa Valley	Conduct a Freight Analysis and Update the City's Circulation Element
City of Anaheim	Transit Master Plan
Los Angeles County Department of Public Works	Truck Route Master Plan
Orange County Transportation Authority	Complete Ramps: Mobility Safety Study
Orange County Transportation Authority	Electric Vehicle Charging Stations Strategic Plan (Study)
Los Angeles County Department of Public Works	Truck route master plan
City of Buena Park	Orangethorpe Avenue Multimodal Corridor Study

Meeting with Senator Susan Rubio (D-Baldwin Park)

SCAG Executive Director Kome Ajise, Chief Government and Public Affairs Officer Javiera Cartagena, Inclusive Economic Growth Department Manager Victor Negrete, and Legislation Department Manager Kevin Gilhooley met with State Senator Susan Rubio (D-West Covina) on March 8, 2023. The meeting was requested by Senator Rubio to provide an update on SCAG’s one-time \$3.5 million state earmark funding to implement the Inclusive Economic Recovery Strategy (IERS), which the Senator championed.

During the meeting, Mr. Negrete provided the Senator with an update on SCAG’s progress in implementing the IERS with the grant funding. The presentation outlined the work SCAG has

conducted or is planning to conduct to implement several core recommendations in the IERS that are centered around work products in five areas: (1) Supporting the expansion of the number of, and access to, middle-wage jobs, (2) Strengthening supply chains and access to contracting opportunities, (3) Construction apprenticeships and training, (4) Providing regional data, and (5) Addressing human capital needs. The Senator was pleased to receive an update on our progress in utilizing the funds SCAG obtained through her leadership and expressed her desire to continue supporting SCAG as we move forward with our work on the project.

A copy of the presentation is attached to this report.

SCAG Participation in Senate Committee on Energy, Utilities and Communications Broadband Oversight Committee Hearing

SCAG was invited to participate as a panelist on the Senate Committee on Energy, Utilities and Communications committee's oversight hearing, "State Broadband Investments: Progress Towards Connecting the Unserved." Fellow panelists included representatives from the Legislative Analyst's Office, California Department of Technology, California Public Utilities Commission, Los Angeles County Economic Development Corporation, and the Rural County Representatives of California.

Participating on behalf of SCAG was Executive Director Kome Ajise, who provided the Committee with updates on SCAG's broadband efforts, priorities and experiences, including ensuring equitable distribution of funding and the struggles smaller jurisdictions have with competing for funds given their limited resources and staff capacity.

Congressionally Directed Spending and Congressional Programmatic Requests

On the Move: SCAG's Comprehensive Regional Goods Movement Plan and Implementation Strategy
"On the Move" is a long-range transportation plan for goods movement in Southern California designed to ensure that the region continues to play a vital role in the global supply chain while meeting regional economic goals, addressing critical mobility challenges, preserving the environment, and contributing to community livability and quality of life goals. SCAG submitted a request for Congressionally Directed Spending (earmark funding) to Senator Feinstein and Senator Padilla's office. Total project cost is estimated to be \$5 million and \$2 million was requested, considering the existing federal/local cost share requirements. Letters of support were provided by: Riverside County Transportation Commission, City of Palm Desert, San Bernardino Supervisor Curt Hagman, Port of Long Beach, Mayor Gibbs (city of Santa Clarita), Mayor Leon (city of Ontario), Mayor Lock Dawson (city of Riverside), Mayor Richardson (city of Long Beach), Mayor Simonoff (city of Brea), and State Senator Lena Gonzalez (D-Long Beach), Chair of the Senate Committee on Transportation.

Active Transportation Infrastructure Investment Program

The Active Transportation Infrastructure Investment Program, authorized but not funded in the Infrastructure and Investments Jobs Act (IIJA), provides funding for pedestrian and bicycle facilities

that strategically connect active transportation networks to everyday life. It is the only program that focuses investment on enabling communities to plan and construct safe and convenient routes to walk and bike to routine destinations. 81% of the SCAG region's High Injury Network, which are stretches of roadways where the highest concentrations of collisions occur, are in equity areas, such as state designated disadvantaged communities, federally designated environmental justice areas and communities of concern. This relationship underscores the ability for these programs to provide resources in areas with the greatest need. SCAG submitted this as a programmatic funding request to the offices of Senator Dianne Feinstein and Senator Alex Padilla, as well as Congressmembers Julia Brownley (D-Thousand Oaks), Grace Napolitano (D-El Monte), and Norma Torres (D-Pomona).

Healthy Streets for All Program

The Healthy Streets for All Program, authorized but not funded in the Infrastructure and Investments Jobs Act (IIJA), provides for cool and porous pavements, as well as to expand tree canopies to address urban heat islands, improve air quality and reduce stormwater runoff. Introduction of trees and other vegetation in urban environments has been proven to lower surface and air temperatures by providing direct shade to buildings, decreasing air conditioning demand. Additionally, using paving materials that reflect more energy than the conventional pavements can cool pavement surfaces and surrounding air, enhance water evaporation, improve human comfort, and even improve nighttime visibility. SCAG submitted this as a programmatic funding request to the offices of Senator Dianne Feinstein and Senator Alex Padilla, as well as Congressmembers Julia Brownley (D-Thousand Oaks), Grace Napolitano (D-El Monte), and Norma Torres (D-Pomona).

FISCAL IMPACT:

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

ATTACHMENT(S):

1. TIRCP Advocacy Support Letter
2. RAISE Grant Support Letter - Port of LA
3. AHSC Program Support Letter - Venice
4. Sustainable Transportation Planning Grant Support Letter - Santa Monica Boulevard
5. IIG Grant Program Support Letter - Wakeland
6. PowerPoint Presentation - Senator Rubio IERS Grant Update



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

February 24, 2023

The Honorable Anthony Rendon
Speaker, California State Assembly
State Capitol, Room 219
Sacramento, CA 95814

SUBJECT: Support for Transit and Intercity Rail Capital Program Applications from the Southern California Region

Dear Speaker Rendon and Members of the Southern California Delegation:

As the agency that develops the Sustainable Communities Strategy (SCS) for the Southern California region, the Southern California Association of Governments (SCAG) is keenly aware that the transportation sector is the single largest contributor to California’s greenhouse gas emissions (GHG). As a result, providing additional sustainable transportation options is critical to reducing driving dependency. One way to do this is to support the Transit and Intercity Rail Capital Program (TIRCP).

The Legislature created TIRCP to fund transformative improvements in the Golden State’s intercity, commuter, and urban rail and bus transit systems that reduce GHG and congestion. The California State Transportation Agency (CalSTA), which administers TIRCP, is currently evaluating applications for TIRCP’s 6th Cycle, which will award up to \$1.14 billion to the most competitive applications in California.

Nine public agencies from the SCAG region submitted 14 TIRCP applications for state funding to support projects that will modernize our transportation system and advance our climate goals. SCAG is pleased to support these applications as fundamental to the implementation of our SCS. A listing of applications from the SCAG region is attached for your review. We expect CalSTA to make its awards by April 14, 2023.

REGIONAL COUNCIL OFFICERS

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Jan C. Harnik, Riverside County
Transportation Commission

First Vice President
Art Brown, Buena Park

Second Vice President
Curt Hagman, County of
San Bernardino

Immediate Past President
Clint Lorimore, Eastvale

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Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

Attachment: TIRCP Advocacy Support Letter (March Legislative Advocacy Update)

Achieving our climate goals requires reductions in GHG emissions through various strategies, and the TIRCP offers one of the best and most immediate opportunities. Thank you for your leadership on this critical issue. Please contact Kevin Gilhooley, Manager of State and Federal Legislative Affairs, with any follow-up questions or concerns at (213) 236-1878 or gilhooley@scag.ca.gov.

Sincerely,



Jan C. Harnik
President



Kome Ajise
Executive Director

cc: Members of the Southern California Legislative Delegation

SCAG TIRCP 6th Cycle Support Letters

Requestor	Project
City of Pasadena	Zero Emission Buses
City of Santa Ana	Santa Ana Grade Separation Project
City of Simi Valley	Electric Buses
Foothill Transit	Zero Emission Buses
High Desert Corridor Joint Powers Agency	High-Speed Rail Project
LA Metro	The Los Angeles Metro Light Rail CORE Capacity & System Integration
LA Metro	Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project
Metrolink	Fuel Efficiency & Maintenance Modernization Project
OCTA	Orange County Central Mobility Loop Application
Orange County Transportation Authority	Coastal Rail Corridor Relocation Study
Riverside County Transportation Commission	Metrolink Double Track Project
Santa Monica Department of Transportation	Big Blue Bus Electric Charging
SunLine Transit Agency	Solar Microgrid
Victor Valley Transit Authority/Antelope Valley Transit Authority	High Desert Connector

Attachment: TIRCP Advocacy Support Letter (March Legislative Advocacy Update)



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

February 21, 2023

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**RE: SCAG Letter of Support for the Port of Los Angeles' RAISE
Application: State Route 47-Seaside Avenue & Navy Way
Interchange Improvement Project**

REGIONAL COUNCIL OFFICERS

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- Energy & Environment
Deborah Robertson, Rialto
- Transportation
Ray Marquez, Chino Hills

Dear Secretary Buttigieg:

On behalf of the Southern California Association of Governments (SCAG), I am writing to express support for the Port of Los Angeles' (POLA) request for \$25 million from the Fiscal Year 2023 United States Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, for the National Highway Freight Network (NHFN) Improvement Program. POLA seeks funding for the State Route 47-Seaside Avenue & Navy Way Interchange Improvement Project (PROJECT). The RAISE funds are requested for the construction phase and will be matched with \$37.98 million from the POLA, which includes \$3.28 million of pre-construction costs.

The PROJECT is located at the centroid of the Port of Los Angeles-Port of Long Beach, the largest port complex in the Western Hemisphere. The project directly serves 10 percent of all US waterborne containers entering and exiting the United States. The PROJECT augments an existing partial interchange at SR 47/Navy Way and entails several key safety components. These components include the removal of the last traffic signal and at-grade intersection on SR 47 between two other critical NHFN routes, the I-110, and I-710. The PROJECT will significantly reduce delay, accidents, and emissions in adjacent federally designated "Areas of Persistent Poverty and Historically Disadvantaged Communities." These benefits yield an excellent benefit-cost ratio of 6.6.

Further, as a project consistent with the policies and goals set forth in Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), we support efforts and respectfully request full and fair consideration of their grant application. If you have any questions, please do not hesitate to contact Mr. Philip Law, Manager of Mobility Planning and Goods Movement, at (213) 236-1841 or email at law@scag.ca.gov.

Sincerely,

Kome Ajise
Executive Director

Attachment: RAISE Grant Support Letter - Port of LA (March Legislative Advocacy Update)



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

February 27, 2023

Lynn von Koch-Liebert
Executive Director
California Strategic Growth Council
14000 Tenth Street
Sacramento, CA 95814

REGIONAL COUNCIL OFFICERS

President
Jan C. Harnik, Riverside County
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Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

RE: SCAG Support for the Determination of Consistency with Sustainable Communities Strategy (SCS) – Affordable Housing and Sustainable Communities (AHSC)

Dear Ms. Koch-Liebert:

This letter is to confirm that the location of the Venice Family Housing Inglewood project proposed by Venice Family Housing, located at 400 Centinela Ave, Inglewood, CA 90302, supports the implementation of “Connect SoCal,” Southern California Association of Government’s (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. Connect SoCal is the regional plan that sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, will reduce per-capita greenhouse gas emissions. SCAG is the metropolitan planning organization (MPO) and council of governments for an area covering six counties in Southern California, including the City of Inglewood.

1. If awarded, would this project contribute to the per capita GHG-reduction goals stipulated in your region’s most recently adopted Sustainable Community Strategy (SCS), Alternative Planning Strategy (APS) or equivalent regional planning document? Please explain.

Yes X
No
Unsure

Explanation:

This project is consistent with Connect SoCal’s core vision that builds upon and expands land use and transportation strategies that focus growth near destinations and mobility options. The project supports Connect SoCal’s strategy of prioritizing infill and redeveloping underutilized land to accommodate new growth and increase amenities and connectivity in

Attachment: AHSC Program Support Letter - Venice (March Legislative Advocacy Update)

existing neighborhoods. Additionally, the project is located within a Neighborhood Mobility Area and one block away from a Livable Corridor as defined and outlined in SCAG’s Sustainable Communities Strategy. Location in an NMA and livable corridor provides an opportunity for various transportation and housing choices while reducing the negative impacts of automobile use on public health and the environment. Livable Corridors are an arterial network which is a subset of the high quality transit areas based on the level of transit service and land use planning efforts. A few additional arterials are identified through corridor planning studies conducted by SCAG. NMAs are areas with high intersection density (generally 50 intersections per square mile or more), low to moderate traffic speeds, and robust residential retail connections that can support Neighborhood Electric Vehicles or active transportation for short trips.

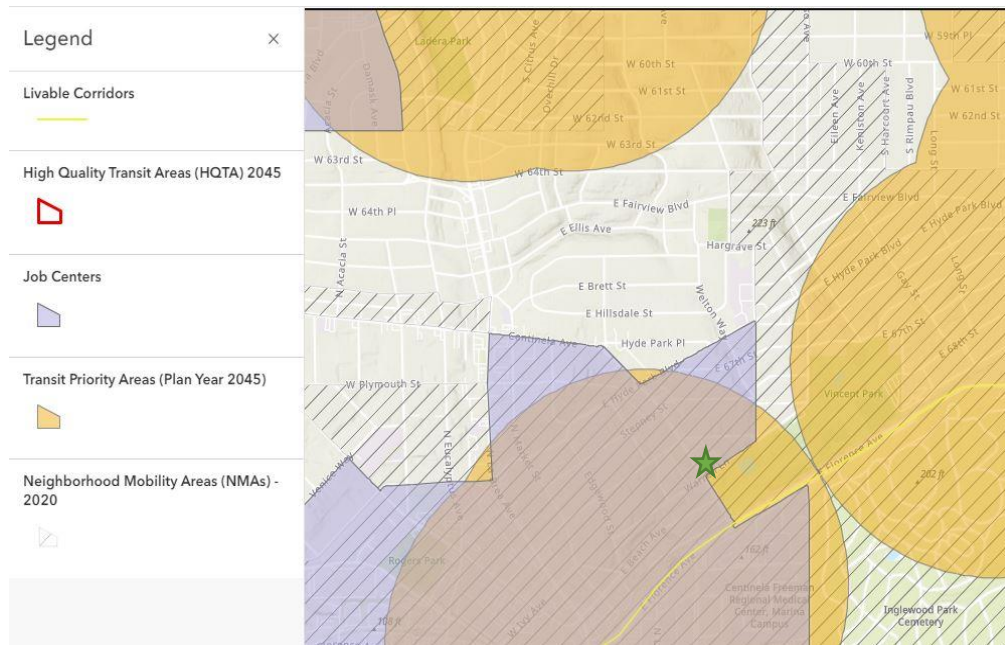
2. Is the proposed location for this project in an MPO-designated priority growth area or transit priority project area, as defined in SB 375 and your region’s SCS, APS, or equivalent regional sustainable planning document, or in an otherwise designated area (e.g. High-Quality Transit Area) where residential development is encouraged due to its proximity to transit stops and/or key destinations and its potential to reduce Greenhouse Gas Emissions (GHGs) and Vehicle Miles Traveled (VMTs)? Please explain and show where this project is located on a map in relation to these areas. You can demonstrate the project’s location by either pasting a screenshot or uploading a picture.

Yes X
 No
 Unsure

Explanation:

The project is located within a High Quality Transit Area (HQTAs). HQTAs are areas around existing and planned transportation nodes designated in Connect SoCal. Location in an HQTAs provides an opportunity for various transportation and housing choices while reducing the negative impacts of automobile use on public health and the environment. Additionally, this project is located within the following areas identified in the adopted 2020 RTP/SCS (Connect SoCal):

- Transit Priority Areas
- Neighborhood Mobility Areas
- Job Center; and
- One block away from a Livable Corridor



- Which strategies in the most recently adopted SCS, APS, or equivalent regional sustainable planning document will this project contribute to the implementation of? List the specific land use, housing, conservation, and transportation strategies identified in your region's most recently adopted SCS, APS, or equivalent regional sustainable planning document and explain how this project could help advance these strategies.

Explanation:

This project would help implement infill development in high transit and walkable areas with diverse land uses. The location of this project also includes access to jobs and everyday destinations as outlined by the identified areas of Job Centers and Neighborhood Mobility areas. By placing housing near these areas, opportunities to reduce greenhouse gas emissions are greatly increased. Additionally, this project is located outside constrained areas which include: conserved land, tribal lands, military installations, high wildfire-risk areas, and prime farmland.

This project aligns with other Connect SoCal key connections, including the development of housing supportive infrastructure. It also supports the plan's goals of encouraging development of diverse housing types in areas that are supported by multiple transportation options, and supporting healthy and equitable communities. If you have any questions or need clarifications regarding this correspondence, please contact Mr. Lyle Janicek, Senior Regional Planner, at (213) 236-1966 or Janicek@scag.ca.gov.

Sincerely,

Kome Ajise
Executive Director



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

March 3, 2023

City of Santa Monica
Department of Transportation
Mobility Division
1685 Main Street, Mail Stop 38
Santa Monica, CA 90401

REGIONAL COUNCIL OFFICERS

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Jan C. Harnik, Riverside County
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Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

RE: SCAG Support for the City of Santa Monica’s Santa Monica Boulevard Safety Study – Caltrans Sustainable Transportation Planning Grant

Dear Mr. Kligier:

On behalf of the Southern California Association of Governments (SCAG), I am writing to express support for the Santa Monica Boulevard Safety Study application for the Caltrans Sustainable Transportation Planning Grant. Prioritizing active transportation enhancements in communities across the Southern California region is crucial to improving safety and accessibility for pedestrians, bicyclists, and transit users.

Santa Monica Boulevard is one of the region’s principal east-west boulevards with abundant connections to transit, jobs, housing, services, and destinations. The corridor serves as a key route for children traveling to school, young adults attending college, and commuters going to work, among many more. However, segments of Santa Monica Boulevard are part of SCAG’s and the City’s High Injury Network. The high rate of severe and fatal injuries poses a major safety concern and discourages sustainable transportation use in the area.

Further, as a project consistent with the policies and goals outlined in Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, we support and respectfully request full and fair consideration of their grant application. If you have any questions, please do not hesitate to contact Mr. Frank Wen, Manager of Planning Strategy, at (213) 236-1854 or email at wen@scag.ca.gov.

Sincerely,

Kome Ajise
Executive Director

Attachment: Sustainable Transportation Planning Grant Support Letter - Santa Monica Boulevard (March Legislative Advocacy Update)



February 28, 2023

Ms. Audrey Hahn
Project Manager
Wakeland Housing and Development Corporation
1230 Columbia Avenue, Suite 950
San Diego, CA 92101

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

RE: SCAG Support for a Request for Determination of Consistency with Regional Plans – Infill Infrastructure Grant Program

REGIONAL COUNCIL OFFICERS

President
Jan C. Harnik, Riverside County
Transportation Commission

First Vice President
Art Brown, Buena Park

Second Vice President
Curt Hagman, County of
San Bernardino

Immediate Past President
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Transportation Commission

Community, Economic &
Human Development
Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

Dear Ms. Hahn:

On behalf of the Southern California Association of Governments (SCAG), I am writing to confirm the location of the Alma project proposed by Wakeland Housing and Development Corporation, located at 3518 & 3524 East 1st Street, Los Angeles, CA. The project supports the implementation of the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS regional plan integrates the transportation system with land use planning to encourage infill development and transit-supportive uses. SCAG is the metropolitan planning organization (MPO) and council of governments for an area covering six counties in Southern California, including the City of Los Angeles.

The urbanized location of this project qualifies it as infill development. It is consistent with the RTP/SCS's goal of efficient land use, mainly because it is located entirely within a "Transit Priority Area" (TPA). TPAs are areas within one-half mile of major existing or planned transit stops included in the RTP/SCS. Location in a TPA provides an opportunity for various transportation and housing choices while reducing the negative impacts of automobile use on public health and the environment, which is consistent with the goals of the RTP/SCS. State programs, such as Cap-and-Trade, further emphasize the importance of connectivity between housing and transit in TPAs.

If you have any questions or need clarifications regarding this correspondence, please contact Mr. Lyle Janicek, Housing and Land Use Planner, at (213) 236-1966 or Janicek@scag.ca.gov.

Sincerely,

Kome Ajise
Executive Director

Attachment: IIG Grant Program Support Letter - Wakeland (March Legislative Advocacy Update)



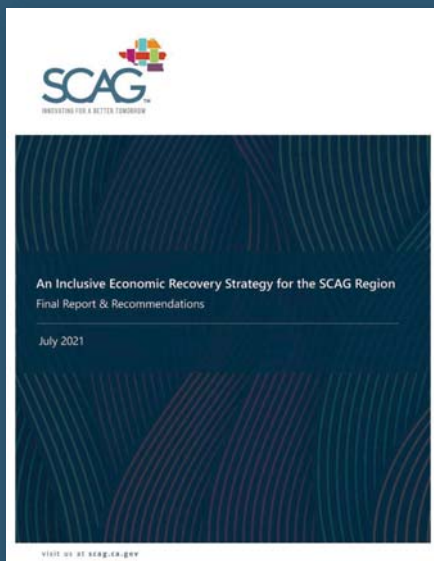
Inclusive Economic Recovery Strategy (IERS) Grant Update

March 8, 2023

WWW.SCAG.CA.GOV

Attachment: PowerPoint Presentation - Senator Rubio IERS Grant Update (March Legislative Advocacy Update)

IERS Grant Deliverables



Job Quality Index

Economic Impacts of inequity

Inclusive Procurement Toolkits

Family-Supporting Jobs Plans

Apprenticeships Report

Human Capital Needs Report

Job Quality Index



Project Goal

- Identify and quantify quality jobs for SCAG region

Progress

- Hired Consultant Team: Berkeley Economic Advising and Research (BEAR)
- Formed Technical Advisory Group
- Completed draft of framework

Next Steps

- Finalize JQI framework and produce data
- Complete by June 2023

Economic Impacts of Racial and Gender Inequality

Project Goal

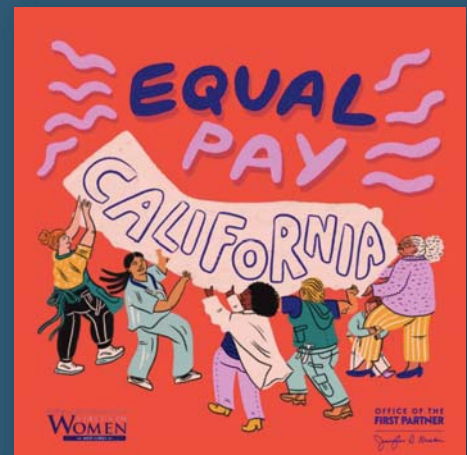
- Identify economic impacts of racial and gender inequity for each county

Progress

- Working with REMI to produce model outputs for equity scenarios

Next Steps

- Share results with economic experts and regional stakeholders for feedback
- Produce report with findings



Inclusive Procurement Toolkits



Project Goal

- To support our region’s diverse local businesses by expanding public and private contracting opportunities

Progress

- Finalizing procurement for consultants to assist in work

Next Steps

- Organize Technical Advisory Committee to provide feedback
- Develop 2 toolkits for public sector and private institutions
- Expect completion by Fall 2023

Family-Supporting Jobs Plans

Project Goal

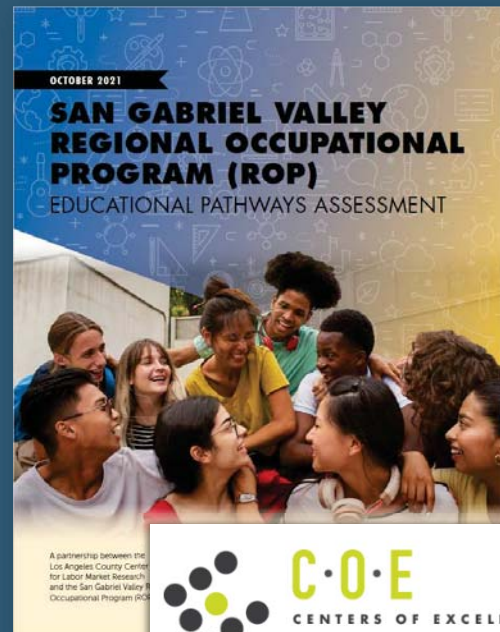
- Expand access to living-wage jobs

Progress

- Contracting with 5 California Community College Centers of Excellence (COE) to conduct research and analysis

Next Steps

- Conduct community engagement to ground truth COE research and analysis
- Produce 6 county-level reports on implementing training and expanding access to family-supporting jobs



Apprenticeships Reports



Project Goal

- Develop recommendations and best practices for expanding pipeline to construction training and apprenticeships to help meet regional housing needs

Progress

- Researching best practices on construction apprenticeships and PLAs
- Building outline for final report

Next Steps

- Draft report with recommendations and best practices

Human Capital Needs Report

Project Goal

- Develop recommendations and best practices for addressing barriers to training and employment, with focus on lower income communities and communities of color

Progress

- Completed project scope of work
- Prepare to release RFP in Spring 2023

Next Steps

- Select consultant and kick off project in Summer 2023





THANK YOU!

Victor Negrete, Manager of Inclusive Economic Growth
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AGENDA ITEM 4
REPORT

Southern California Association of Governments
March 21, 2023

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Early Legislative Bills - Support

RECOMMENDED ACTION:

Staff recommends support for Assembly Bill (AB) 57 (Kalra), AB 413 (Lee), AB 557 (Hart), AB 591 (Gabriel), AB 610 (Holden), AB 761 (Friedman), AB 824 (Calderon), Senate Bill (SB) 393 (Glazier), SB 695 (Gonzalez), SB 835 (Limón), and Senate Concurrent Resolution (SCR) 13 (Roth).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG is monitoring over 190 legislative bills that relate to active transportation, affordable housing and housing production, California Environmental Quality Act (CEQA) modernization, land use, transportation, and more. As we are still early in the first half of the State Legislature’s two-year legislative cycles, many bills are still being developed. As such, many bills are potentially subject to significant changes or are remain in “spot bill” form, in which the language outlines the general goals of the legislation but does not specify how it would achieve them.

Staff, however, identified eleven bills which are sufficiently developed and aligned with the agency’s adopted State and Federal Legislative Platform. For today’s meeting, staff recommends the Legislative/Communications and Membership Committee (LCMC) forward a “support” position to the Regional Council (RC) on (1) AB 57 (Kalra), (2) AB 413 (Lee), (3) AB 557 (Hart), (4) AB 591 (Gabriel), (5) AB 610 (Holden), (6) AB 761 (Friedman), (7) AB 824 (Calderon), (8) SB 393 (Glazier), (9) SB 695 (Gonzalez), (10) SB 835 (Limón), and (11) SCR 13 (Roth).

BACKGROUND:

SCAG is monitoring over 190 legislative bills that relate to active transportation, affordable housing and housing production, California Environmental Quality Act (CEQA) modernization, land use, transportation, and more. Today’s agenda packet includes these legislative bills as part of the

Legislative Tracking Report, contained in the Consent Calendar. Of these 190 bills, staff identified eleven bills on which we recommend support positions. These would be the first bills on which staff recommends support since the Legislature reconvened its two-year legislative session in January. Since the State legislature started a new session, many bills are still being developed and being heavily amended through the committee process. Thus, staff has worked to identify bills that are sufficiently developed and align with the State and Federal Legislative Platform or are being carried over from a previous session to recommend support positions.

For today's meeting, staff recommends support for the following eleven bills: AB 57 (Kalra), AB 413 (Lee), AB 557 (Hart), AB 591 (Gabriel), AB 610 (Holden), AB 761 (Friedman), AB 824 (Calderon), SB 393 (Glazier), SB 695 (Gonzalez), SB 835 (Limon), and SCR 13 (Roth). These bills would generally further the principles included in the Regional Council's adopted legislative platform.

Staff will continue to monitor the balance of tracked legislative bills and report back to the LCMC at a future meeting.

Summaries of all eleven bills are included below.

Staff recommends SUPPORT for the following eleven legislative bills:

Bill: AB 57 **Author:** Assemblymember Ash Kalra (D-San Jose)

Title: California Pocket Forest Initiative.

Status: Passed Assembly Natural Resources Committee on 03/14/23 10-0. Re-referred to Assembly Appropriations Committee pending hearing.

This bill would create an optional, incentive program called the California Pocket Forest Initiative administered by the Department of Forestry and Fire Protection (CAL FIRE) to award grant funding to cities, counties, districts, nonprofits, and public schools to create pocket forests on public lands to test the effectiveness of the Miyawaki Method. This bill would require the Department to prioritize grant funding for disadvantaged communities and communities that lack publicly accessible green space. A "pocket forest" is defined as "a small plot of urban land that has been planted according to the Miyawaki method." The Miyawaki method is defined as "a method of planting that first analyzes and improves a plot's soil conditions, then densely plants the plot with native main tree species, subspecies, shrubs, and ground-covering herbs. The trees planted through this method should, if possible, be grown from seeds, not grafts or clones."

This bill would establish the policy for the program, but a separate appropriation by the Legislature would still be required. Further, this bill would require CAL FIRE to partner with academic institutions to evaluate the effectiveness of the Miyawaki method in restoring degraded lands and reforesting urban areas by January 2030 and includes a sunset provision on January 1, 2031.

Bill: AB 413 **Author:** Assemblymember Alex Lee (D-San Jose)
Title: Vehicles: stopping, standing, and parking.
Status: Pending Assembly Transportation Committee hearing on 3/20/23.

This bill would expand vehicle stopping, standing, and parking restrictions with respect to intersections, sidewalks, and crosswalks to prohibit a vehicle from stopping, parking, or standing within 20 feet of any marked or unmarked crosswalk.

Bill: AB 557 **Author:** Assemblymember Gregg Hart (D-Santa Barbara)
Title: Emergency Brown Act Meeting Procedures.
Status: Pending Assembly Local Government Committee hearing. Not yet scheduled.

This bill would remove the January 1, 2024, sunset associated with AB 361's (2022) Brown Act provisions that provide additional flexibility for local agencies looking to meet remotely during an emergency while still maintaining public access and transparency, effectively making those provisions permanent. AB 361 (2022) authorizes local agencies to use teleconferencing without complying with certain requirements during a declared state of emergency, or in other situations related to public health. This bill would also extend the period for local agencies to renew their emergency remote meeting resolution from 30 days to no later than 45 days to accommodate local agencies that regularly meet once-per-month.

Bill: AB 591 **Author:** Assemblymember Jesse Gabriel (D-Los Angeles)
Title: Electric Vehicle Charging Equipment Universal Connectors and Accessibility
Status: Referred to Assembly Transportation Committee to be heard 3/20/23.

This bill would require that all electric vehicle (EV) chargers installed at "publicly available parking spaces," excluding those in private single-family and multi-family residences, include universal connectors that can charge all EVs. "Publicly available parking space" is defined as "a parking space that has been designated by a property owner or lessee to be available to, and accessible by, the public." This bill would also require that any EV charging station that charge a fee to allow the fee to be paid with a credit card.

Bill: AB 610 **Author:** Assemblymember Chris Holden (D-Pasadena)
Title: Free Youth Transit Pass Pilot Program.
Status: Passed Assembly Transportation Committee on 3/13/23 14-0. Referred to Assembly Appropriations Committee pending hearing.

This bill would create the optional Youth Transit Pass Pilot Program to be administered by the Department of Transportation to award grant funding to transit agencies to create, expand, and operate a free youth transit pass program for college and K-12 students. Grant funding awards would be based on a transit agency's proportional share of total statewide farebox revenues in the 2018-2019 fiscal year among eligible applicants. The bill would require Caltrans to develop the program guidelines by June 2024, in consultation with metropolitan planning organizations and regional transportation planning agencies. Further, Caltrans would be required to submit a report by January 1, 2028, on the outcomes of this program and status of transit pass programs. This bill would establish the policy for the program, but a separate appropriation by the Legislature would still be required, and it would sunset on January 1, 2029.

Bill: AB 761 **Author:** Assemblymember Laura Friedman (D-Glendale)
Title: Transit Transformation Task Force.
Status: Referred to Assembly Transportation Committee to be heard 3/20/23.

This bill would authorize the California Secretary of Transportation to establish and convene the Transit Transformation Task Force by July 1, 2024. The Task Force would be required to include representatives from the California Department of Transportation, the Controller's office, transit agencies, academics, local governments, transportation advocacy organizations, labor organizations, and other stakeholders. The Task Force would be required to report back to the Legislature with recommendations on how to grow public transit use, reduce operational costs, strategies to improve service, improve safety, and increase frequency and reliability. The Task Force would also be required to include recommendations on replacing of fare box recovery ratios with updated performance metrics, and on new or changes to existing revenue sources to pay for transit operations. This report would be due by January 1, 2025, and the bill would sunset on January 1, 2028.

Bill: AB 824 **Author:** Assemblymember Lisa Calderon (D-Whittier)
Title: Highway Greening Act.
Status: Referred to Assembly Transportation Committee to be heard 3/20/23.

This bill would enact the Highway Greening Act, which would require the California Department of Transportation (Caltrans) to complete a statewide strategic plan by June 2025 outlining how to work to achieve a 10 percent increase of green highways in urban areas, with a priority on disadvantaged communities and low-income communities by 2035. The bill would require Caltrans to develop this plan in consultation with the California Department of Fish and Wildlife, nonprofit

organizations, cities, counties, and other local governments in urban areas, disadvantaged communities, and low-income communities. The bill defines “green highways” as “a section(s) of a highway that is now, or later may be, improved by green walls or plantings in or on at least one of the following portions of the right-of-way: (1) A shoulder (2) A median (3) An overpass pillar (4) The community side of a soundwall, adjacent to a highway.”

Bill: SB 393 **Author:** Senator Steven Glazier (D-Contra Costa)
Title: California Environmental Quality Act (CEQA) Judicial Challenge Identification of Contributors – Housing Projects.
Status: Referred to Senate Environmental Quality Committee to be heard 3/15/23.

This bill would require a CEQA plaintiff to disclose any contributions he or she has received of \$1,000 or more to help fund the legal action and allow a court to dismiss an action due to noncompliance. The bill would also prevent a CEQA action from being filed against a housing project that was included as part of a larger plan or project already approved under CEQA.

Bill: SB 695 **Author:** Senator Lena Gonzalez (D-Long Beach)
Title: California State Highway Transparency Act.
Status: Referred to Senate Transportation Committee to be heard 3/28/23.

This bill would require the California Department of Transportation (Caltrans) to collect, and make available to the public, historical data detailing roadway expansions of the state highway system (SHS) for the period from July 2012 to July 2023 by June 30, 2024. This bill would also require that Caltrans report this data every year going forward, including descriptions of lane miles added to the SHS, what purpose the miles serve, and features included in the project, such as complete streets and transit. Finally, this bill would require Caltrans to report on the “project pipeline” of planned and pending projects on the SHS.

Bill: SB 825 **Author:** Senator Monique Limón (D-Santa Barbara)
Title: Local Government Access to Public Broadband Services.
Status: Referred to Senate Governance and Finance Committee pending a hearing.

This bill would expand the definition of “local agency” to include metropolitan planning organizations (MPO) and regional transportation planning agencies (RTPA) in the section of the government code governing public broadband services. Thus, it would clarify the ability for MPOs and RTPAs to apply for broadband related funding programs with the California Public Utilities Commission and other state agencies with jurisdiction over broadband funding programs.

Bill: SCR 13 **Author:** Senator Richard Roth (D-Riverside)
Title: Joseph Tavaglione Interchange.
Status: Referred to Senate Transportation Committee pending hearing.

This bill would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Interchange. The bill would also request that Caltrans determine the cost of placing signage to demonstrate this special designation and place the signage using donations from nonstate sources.

FISCAL IMPACT:

Work associated with the staff report on Early Legislative Bills – Support is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 06a - LCMC - 03212023 - Early Legislative Bills - AB 57 (Kalra)
2. 06b - LCMC - 03212023 - Early Legislative Bills - AB 413 (Lee)
3. 06c - LCMC - 03212023 - Early Legislative Bills - AB 557 (Hart)
4. 06d - LCMC - 03212023 - Early Legislative Bills - AB 761 (Freidman)
5. 06e - LCMC - 03212023 - Early Legislative Bills - AB 824 (Calderon)
6. 06f - LCMC - 03212023 - Early Legislative Bills - AB 591 (Gabriel)
7. 06g - LCMC - 03212023 - Early Legislative Bills - SB 393 (Glazer)
8. 06h - LCMC - 03212023 - Early Legislative Bills - SB 695 (Gonzalez)

Assembly Bill 57

California Pocket Forest Initiative

Assembly Member Ash Kalra

SUMMARY

AB 57 would offer communities access to healthy, self-sustaining natural green areas by forming the California Pocket Forest Initiative, a pilot program that would authorize CAL FIRE to provide demonstration grants for pocket forests to public and nonprofit entities.

BACKGROUND

Urban areas are often bereft of easily accessible green spaces, leaving plants, animals, and human residents without places to thrive. While plants and animals lack the space that they need to live and grow, humans are deprived of the many health benefits that come from having access to nature. For example, a 2019 study found that people who spent at least two hours a week in nature were much more likely to report good health and psychological wellbeing.ⁱ

Pocket forests are an efficient and effective way to address the scarcity of urban green spaces. A pocket forest is a small plot of urban land that has been densely planted with native plant species. Over the course of two to three years, the plot will grow into a self-sustaining miniature forest.

Pocket forests are rooted in the Miyawaki Method, a style of tree planting that directs growers to study and emulate an area's native ecosystem. Specifically, it instructs growers to analyze and improve a plot's soil conditions, then densely plant the plot with native main tree species, sub-species, shrubs, and ground-covering herbs. Because of growers' intentionality, pocket forests have been successfully grown in such varied places as Brazil, India, and the United Kingdom.

Once mature, a pocket forest can provide a crucial habitat for important native animal species and an accessible green space for urban residents. Their impact would be especially felt in California, as the state hosts hundreds of threatened and endangered plant and animal species and supports a 95% urban human population.ⁱⁱ Furthermore, pocket forests can serve as pit stops for vital pollinators, making them an asset in the fight to protect fragile bee populations. In tandem with other environmental efforts, they can

reshape the urban landscape into something more beneficial and equitable for all.

The existing California Urban Forestry Act of 1978 allows CAL FIRE to establish and run an urban forestry program that will encourage more effective tree planting and management in urban areas. However, the Act does not currently include any specific pocket forest programs or initiatives.

SOLUTION

AB 57 would establish the California Pocket Forest Initiative as a part of the California Urban Forestry Act of 1978. The Initiative would be a pilot program that would investigate the applicability and effectiveness of the Miyawaki Method in California. The program would award cities, counties, districts, non-profits, and public schools with demonstration grants to plant pocket forests on public land. CAL FIRE would prioritize grant applications from disadvantaged communities and communities that lack easily accessible green spaces.

By January 1, 2030, CAL FIRE would submit a report to the Legislature that evaluates the Miyawaki Method in California and recommends modifications to make it a better fit for the state. The Initiative would be sunset on January 1, 2031.

SPONSORS

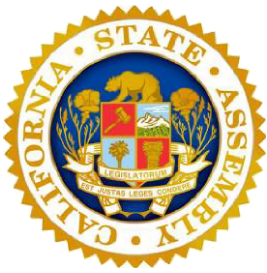
California Institute for Biodiversity
California ReLeaf

CONTACT

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ⁱ <https://www.nature.com/articles/s41598-019-44097-3>

ⁱⁱ https://www.census.gov/newsroom/releases/archives/2010_census/cb12-50.html



AB 413

ASSEMBLYMEMBER ALEX LEE

SUMMARY

California’s pedestrian fatality rate is almost 25% [higher](#) than the national [average](#). This bill will increase visibility at intersections and crosswalks, which will improve safety for pedestrians, bicyclists, and motor vehicles.

BACKGROUND

Daylighting is a traffic safety measure that restricts on-street parking within a certain distance of crosswalks.

The National Association of City Transportation Officials recommends clearing 20 to 25 feet of space around a crosswalk, and it is considered an important aspect of traffic calming [practices](#).

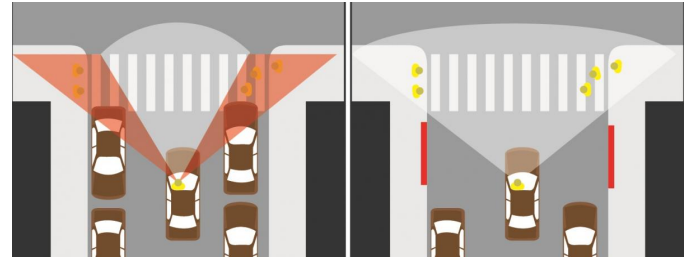
There are 43 states that already implement some version of daylighting. In California, [San Francisco](#) and [Alameda](#) have begun implementing daylighting and have seen fewer collisions as a result.

PROBLEM

Parked cars block visibility of pedestrians, bicyclists, and other cars at intersections and crosswalks.

One of the major impediments of increased bicycle use is traffic safety. Traffic collisions killed 455 cyclists in California between 2016 and 2018, the highest rate in any three-year period since the mid-1990s. [According](#) to the National Highway Traffic Safety Administration (NHTSA), 26% of cyclist fatalities occur at intersections.

[Between](#) 2008 and 2017, 30,639 fatal or serious injury crashes occurred at intersections. These crashes resulted in 6,441 fatalities and 28,234 serious injuries. Crashes related to intersections represent 24% of fatal or serious injury crashes, 20% of all traffic fatalities, and 24% of all serious injuries over the same period.



From [SEMTA](#), <https://www.sfmta.com/getting-around/walk/daylighting>

SOLUTION

Prohibit parking within 20 feet of crosswalks at intersections or marked crosswalks in order to increase traffic safety and save lives.

SUPPORT

Streets for All (sponsor)
CalBike (sponsor)

CONTACT

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ASSEMBLY BILL 557

EMERGENCY BROWN ACT MEETING PROCEDURES

SUMMARY

AB 557 eliminates the January 1, 2024 sunset on the provisions of the Brown Act that provided additional flexibility for local agencies looking to meet remotely during an emergency while still maintaining public access and transparency. This legislation will provide a narrow but important emergency authority, allowing local governing bodies to safely meet and take action during applicable states of emergency declared by the Governor.

BACKGROUND

AB 361 (Rivas, 2021) codified, until Jan 1, 2024, numerous provisions of Governor Newsom’s Executive Orders pertaining to the Brown Act in 2020. The provisions only apply in the event that an emergency situation or public health orders prevent a local agency board from meeting in-person. If the meeting could still be held in-person without endangering local agency board members or personnel, then the local agency would not be permitted to rely on the provisions added to California Government Code section 54953 by AB 361. Local agencies needing to meet remotely pursuant to those provisions are only permitted to do so in concert with an emergency declared by the Governor of California.

PROBLEM

While the worst of the COVID-19 pandemic appears to have subsided, the need to be prepared for future emergencies remains. Recent events in California, including disastrous flooding and devastating wildfires, underscore this point.

AB 361 was extensively used by local agencies to meet during the pandemic and was designed to address all emergency situations where it would be unsafe, or even impossible, to meet in-person.

The flexibility these provisions provide will remain a critical tool for use in other emergencies declared by the Governor even after the COVID-19 state of emergency expires.

In cases where a state of emergency persists, AB 361 required local agencies to renew their emergency remote meeting resolution within 30-days. However, many agencies regularly meet once-per-month (e.g. every third-Tuesday), which is sometimes a span of just over 30 days. This forced agencies to unnecessarily move meetings to days and times less accustomed to the public or to expend unnecessary time and expense to conduct an additional meeting

SOLUTION

By removing the sunset, AB 557 preserves the critical flexibility for local agencies needing to meet remotely to continue providing the public with essential services during a Governor-declared emergency. By adjusting the renewal period for resolutions to 45 days (up from 30 days), AB 557 would provide accommodation for those agencies regularly meeting on a fixed date every month.

SUPPORT

- CA Special Districts Association (Co-Sponsor)
- League of California Cities (Co-Sponsor)
- CA State Association of Counties (Co-Sponsor)

Attachment: 06c - LCMC - 03212023 - Early Legislative Bills - AB 557 (Hart) (Early Legislative Bills - Support)



ASSEMBLY MEMBER

Laura Friedman

DISTRICT 44

AB 761 – Transit Transformation Task Force

Summary:

Transit ridership has been on the decline in California long before the COVID 19 pandemic. AB 761 establishes the Transit Transformation Task Force to look at ways to increase transit ridership, improve operations such as coordination, frequency and reliability, to identify new revenue sources, and update antiquated performance measures and state oversight.

Background:

According to a University of California, Los Angeles Institute of Transportation Studies (UCLA ITS) report, the six-county Southern California Association of Governments region losing 72 million annual rides between 2012 and 2016, representing 120% of the state’s total losses.

Then the COVID-19 Pandemic hit in 2020. In October 2020, Bay Area Rapid Transit (BART) reported an 88% decline in ridership and was losing \$9 million a week in revenue. Alameda Contra Costa (AC) Transit, the largest bus-only transit service in the state, saw a 72% drop in ridership. Caltrain saw a 98% drop in ridership. LA Metro saw a 75% drop in bus ridership and an 85% drop in rail ridership, reporting expected losses of \$1.8 billion in the 2020 fiscal year.

The federal government has provided relief for transit operators across the country, including over \$25 billion through the CARES Act, and an additional \$45 billion through follow on relief acts.

Although, transit ridership nationally has improved since 2020, but is still far below pre-pandemic levels, hovering at 72% In California, LA Metro still has 316,000 fewer weekday boardings than they did pre-pandemic. BART’s weekly ridership is still at 44% of previous levels. San Diego Metropolitan Transit District is at 84%.

Recognizing both the short term recovery and the long term need for reform an transformation, a statewide taskforce is necessary to provide a comprehensive path for increasing transit ridership. A task force can bring stakeholders together to explore innovative ways to make transit more accessible, reliable and safe, while also trying to find ways to

improve funding for transit operations, and provide appropriate state oversight.

Recovering and improving transit ridership in the state is imperative to meeting the state’s climate goals and serving the needs of its most vulnerable populations. However, the state lacks a unified plan for long term change to increase ridership and improve operations.

AB 761:

- Authorizes the Secretary of Transportation to establish and convene the Transit Transformation Task Force, consisting of transit agencies, academics, local governments, , transportation advocacy organizations, labor organizations etc.
- Asks the Task Force to report back to the Legislature on recommendations on how to grow public transit use and reduce operational cost, including strategies to improve service and fair coordination, improving safety, and increasing frequency and reliability.
- Asks for recommendations for replacement of fare box recovery ratios with updated performance metrics, and recommendations on new or changes to existing revenue sources to pay for transit operations
- Requires the Task Force to report back to the Legislature by January 1, 2025.

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Assemblymember Lisa Calderon, 56th District

AB 824 – Highway Greening Act

SUMMARY

Assembly Bill 824 requires the Department of Transportation (CalTrans) to develop a statewide strategic plan to increase green highways by 10% in urban areas.

BACKGROUND

Existing laws have funded government agencies to identify and address climate change vulnerabilities. For instance, the CalTrans Climate Change initiative manages and coordinates the Department's efforts in response to the Global Warming Solution Act of 2006, and maintains an education program on environmental issues.

The Budget Act of 2021 included \$1.1 billion in the General Fund for the Clean California Initiative, specifically allocating \$475 million for 2021-23 and \$146 million for 2023-24. The initiative aims to increase litter abatement efforts by CalTrans and local entities. It also supports state and local beautification projects on streets and roads, tribal lands, parks, transit centers, and other public spaces by June 30, 2024.

A 2012 study showed adoption of green walls across large areas of street canyons reduced concentrations of nitrogen dioxide (NO₂) by as much as 15% and 23%.¹ Shrubs, grasses, and other plants along U.S. National Parks currently take an estimated seven million metric tons of carbon a year, similar to taking five million cars off the road.²

PROBLEM

Increased urbanization has created several challenges for the state, such as increased vehicle travel and subsequent rise in vehicle-related traffic air pollution. Vehicle emissions are elevated near major highways due to tailpipe exhaust, fuel evaporation, brake and tire wear, and dust kicked up from traffic.³

In 2005, the California Air Resources Board (CARB) recommended that residences and schools be positioned at least 500 feet from freeways.³ While new technology and stricter standards are reducing the harm from vehicle emissions, CARB reaffirmed in its 2022 Scoping Plan that high air pollution

concentration near highways is linked to serious health impacts.⁵ Low-income and disadvantaged communities are more likely to be located near highways that produce concentrated air pollution, resulting in increased rates of asthma, lung cancer, and premature death.⁵

SOLUTION

AB 824 establishes the Highway Greening Act, which tasks CalTrans, in consultation with nonprofit organizations, cities, disadvantaged communities, and other stakeholders, with developing a strategic plan to increase green highways by 10% in disadvantaged and low-income communities. The Highway Greening Act will further the state's transition to a sustainable, low-carbon future by mitigating air pollution, especially near vulnerable communities.

SUPPORT

CONTACT

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¹Pugh, T. A. M., A. R. MacKenzie, J. D. Whyatt, and C. N. Hewitt (2012). The effectiveness of green infrastructure for improvement of air quality in urban street canyons. Environmental Science & Technology.

<https://pubmed.ncbi.nlm.nih.gov/22663154/>.

² EarthTalk. (2016, April). Why Can't We Plant Trees in Highway Medians? Scientific American.

<https://www.scientificamerican.com/article/why-can-t-we-plant-trees-in-highway-medians/>.

³California Environmental Protection Agency. (2017, April). Technical Advisory: Strategies to Reduce Air Pollution Exposure near High-Volume Roadways. California Air Resources Board.

⁴California Environmental Protection Agency. (2022, November). 2022 Scoping Plan For Achieving Carbon Neutrality.

<https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf>.



FACT SHEET

AB 591 – EV Chargers For All Act

SUMMARY

Assembly Bill (AB) 591 will transform consumer confidence in transitioning to electric vehicles (EVs) by requiring charging stations to be accessible to all types of EVs.

BACKGROUND

Executive Order [N-79-20](#) set the ambitious goal that mandates all new cars sold in California to be zero-emission vehicles by 2035 as a way to mitigate climate change. The transportation sector is responsible for more than half of California’s carbon pollution, 80 percent of smog-forming pollution, and 95 percent of toxic diesel emissions.

Most EV owners have home chargers and are confident in their vehicles’ ranges for daily usage. However, for longer excursions such as LA to SF, most EV owners need to rely on public chargers.

Charger connectors, which determine whether a vehicle can charge when it arrives at a public charging station, remain fragmented across all EV sectors. EV chargers are divided into three categories: Level 1, Level 2, and direct current (DC) fast chargers. Direct current (DC) fast charging connectors for passenger cars, specifically, are split among three designs. For a driver, this fragmentation means that fast charging requires not only that a driver find a nearby charging station but verify whether that charging station has a connector compatible with their vehicle. This inconsistency and lack of certainty severely inconveniences EV drivers, creates confusion and hinders widespread vehicle-grid integration. Additionally, many potential EV owners cite “range anxiety” as a

main hesitancy in trading in their gas-powered vehicle.

The lack of connector standardization increases the number of fast chargers needed to meet California’s mobility demands and necessitates more financial investment, more planning and more time. Mandating that EV chargers have charging connectors that work for all cars will improve convenience, reduce the number of chargers needed statewide, and maximize access to charging, regardless of the vehicle.

AB 591 promotes greater confidence and convenience among EV drivers, establishing certainty that their cars can be charged at any electric vehicle charging station in California.

THIS BILL

AB 591 builds out electric vehicle charging infrastructure by ensuring all chargers are accessible to all drivers. AB 591 requires:

- 1) All electric vehicle chargers (excluding those in private residences) shall include universal connectors that can charge all EVs.
- 2) Additionally, all EV charging stations shall be open to the public.

SUPPORT

The Greenlining Institute (cosponsor)
 New Car Dealers Association

STAFF CONTACT

Elle Hoxworth, Legislative Director
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Elle.Hoxworth@asm.ca.gov

March 9, 2023



Summary:

This bill would require plaintiffs who file a California Environmental Quality Act (CEQA) lawsuit to disclose their identity if they contributed \$1,000 or more towards the cost of the action. This bill would also prevent repetitive CEQA lawsuits against housing projects.

Background:

CEQA provides a process for reviewing the impact a proposed project may have on the environment. An Environment Impact Report (EIR) is prepared to analyze any significant impacts a proposed project has on the environment, what can be done to mitigate those impacts, and alternatives. Following the report, the public agency reviewing the project must make certain findings prior to approving the project.

CEQA is enforced primarily through civil lawsuits, which can be brought by individuals, organizations, companies, and public agencies. Upon finding a CEQA violation, courts may require the agency to comply, void the agency’s action, or suspend all agency and project actions until they are compliant with CEQA. Considering these enforcement mechanisms, CEQA lawsuits have substantial impacts on housing projects.

Issue:

CEQA lawsuits can be filed anonymously without parties having to disclose their identity or interests. Unfortunately, this has hindered the state’s ability to meet its housing goals for all Californians. According to the California Department of Housing and Community Development (HCD), the state must build over 2.5 million homes over the next eight-year cycle¹. No less than one million of those homes must be affordable to lower-income households². There are many examples of abuses of CEQA throughout the state. For one, a group called Save Livermore Downtown filed a lawsuit against the City of Livermore, alleging that the city had

violated CEQA in approving an affordable housing project that would be located on a site with toxic contamination. Alameda Superior Court Judge Frank Roesch rejected the case, stating that the claims were “almost utterly without merit.”³ The delay caused by litigation forced the project’s developer, Eden Housing, to return about \$68 million in funding from the Low Income Housing Tax Credit program. It is estimated that 13,000 families are on the waiting list for a home in this project that would provide 130 affordable units. Had litigation not occurred, the project would have welcomed families in early 2023.⁴

Existing Law:

Under current law, individuals, organizations, companies, and public agencies can file a CEQA lawsuit without disclosing the financial contributors towards the case.

Existing law also requires CEQA lawsuits to be filed within 30 days of a local government issuing a notice stating that it intends to approve a proposed project.

Proposal:

This bill requires plaintiffs or petitioners to disclose donors who contribute \$1,000 or more towards a CEQA lawsuit. This will bring more transparency to the CEQA process that often stalls and prohibits needed housing projects from moving forward.

In addition, this bill would prohibit additional litigation of a housing project that has already been litigated under CEQA and has completed its environmental review process. This would prevent repetitive litigation against projects and further development delays. This conforms to existing law that requires CEQA lawsuits to be filed within 30 days of a local government issuing a notice that it intends to approve a housing project for development.

¹<https://storymaps.arcgis.com/stories/94729ab1648d43b1811c1698a748c136>

² Ibid.

³ [Livermore affordable housing project wins legal battle, but still could be delayed, SF Chronicle, February 9, 2022.](#)

⁴ [Livermore: Appellate court rejects community group's Eden Housing appeal, Pleasanton Weekly, January 1, 2023.](#)

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Support

Eden Housing
California Building Industry Association (CBIA)
Housing Contractors of California
California Apartment Association



THE OFFICE OF SENATE MAJORITY WHIP
LENA A. GONZALEZ
SENATOR 33RD SENATE DISTRICT

SB 695 (Gonzalez) California State Highway Transparency Act

SUMMARY

Senate Bill (SB) 695, the State Highway System Transparency Act, requires the California Department of Transportation (Caltrans) to collect, and make available to the public, historical data detailing roadway expansions of the state highway system (SHS) for the past ten years.

Additionally, the bill requires Caltrans to report this data every year going forward. The data must include descriptions of lane miles added to the SHS, what purpose the miles serve, and features included in the project, such as complete streets and transit.

Finally, SB 695 requires Caltrans to report on the “project pipeline” of planned and pending projects on the SHS.

EXISTING LAW

Existing law requires Caltrans to plan, construct, and maintain the SHS based on an asset management plan.

Existing law requires the California Transportation Commission (CTC) to provide oversight of the work done on the SHS, including the programming and funding of projects. The CTC is also required to produce an annual report to the Legislature that highlights budget allocations, ongoing work to enhance equity in transportation, planning policies and guidelines, and legislative recommendations.

BACKGROUND/PROBLEM

The SHS is comprised of nearly 50,000 lane miles owned and managed by Caltrans, provides mobility to millions of Californians, and serves as a major lifeline for good movement, shepherding billions of dollars of product throughout the state every year. State highways also serve as a main thoroughfare in many areas, especially rural parts of the state, while providing biking and walking opportunities for residents.

As our highways become more congested, research has shown that we cannot simply build our way out of the problem. Adding capacity through new lanes or interchanges often induces more people to drive creating additional vehicle miles travelled (VMT), which contributes to increased emissions and climate impacts. Moreover, historically, the build out of our state’s highways has disproportionately impacted communities of color, separating neighborhoods and increasing exposure to air pollution from cars and trucks, roadway noise, and safety concerns.

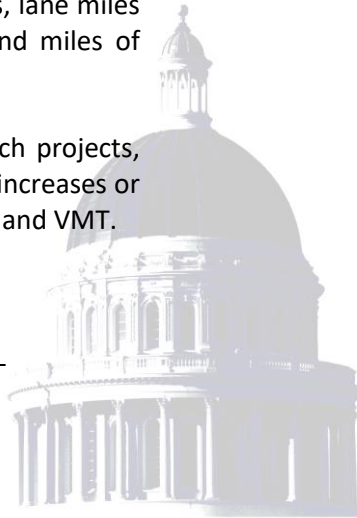
As a state, we continue to work to better align our transportation planning and project decisions with our climate and equity goals, while increasing safety and mobility. However, a full range of transportation investment data is not currently available to lawmakers, stakeholders, researchers, and communities. Balancing these concerns requires a better understanding, through detailed data on recent projects that have added capacity to the SHS and what planned capacity projects are in the pipeline.

SOLUTION

The California State Highway Transparency Act will provide an initial and ongoing set of data and detailed information on SHS investments to allow the public to better understand the pattern and types of projects moving through the state development pipeline. This new transparency will provide lawmakers, stakeholders, and communities with critical information needed to make fact-based decisions about state and local transportation policy and funding priorities.

Specifically, SB 695 requires Caltrans to collect and make available to the public historical data detailing roadway expansions on the SHS for the last ten years, and to report this data every year going forward. Examples of the data sought include new lane miles added to the system by type, purpose of individual projects, lane miles converted to special lanes (HOV or HOT), and miles of complete streets.

In addition, to understand the impacts of such projects, the bill requires data on the quantification of increases or decreases of greenhouse gas emissions (GHG) and VMT.



SUPPORT

Transportation California (Co-Sponsor)
Streets for All (Co-Sponsor)

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AGENDA ITEM 5
REPORT

Southern California Association of Governments
March 21, 2023

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Kevin Gilhooley, Department Manager
(213) 236-1878, Gilhooley@scag.ca.gov

Subject: Housing & Transportation Bills of Interest

RECOMMENDED ACTION:

Staff recommends the Legislative/Communications and Membership Committee forward a “support” position on AB 930 (Friedman) and a “watch” position on ABs 6 & 7 (Friedman), AB 1335 (Zbur), SB 405 (Cortese), SB 423 (Wiener), and SB 670 (Allen).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG is monitoring over 190 legislative bills that relate to active transportation, affordable housing and housing production, land use, transportation, California Environmental Quality Act (CEQA) modernization, and more. As we are still early in the first half of the State Legislature’s two-year legislative cycle, many bills are still being developed. As such, many bills are potentially subject to significant changes or are still in “spot bill” form where the language outlines the general goals of the legislation but does not specify how it would achieve them.

Staff identified six (7) legislative bills which could have potentially significant impacts on SCAG, the region, and/or our member organizations. For today’s meeting, staff recommends the Legislative/Communications and Membership Committee (LCMC) forward a “support” position on AB 930 (Friedman) and “watch” positions on ABs 6 & 7 (Friedman), AB 1335 (Zbur), SB 405 (Cortese), SB 423 (Wiener), SB 670 (Allen).

BACKGROUND:

SCAG is monitoring over 190 legislative bills that relate to active transportation, affordable housing and housing production, land use, transportation, California Environmental Quality Act (CEQA) modernization, and more. Today’s agenda packet includes all of these legislative bills as part of the

Legislative Tracking Report contained in the Consent Calendar. Of these 190 bills, staff identified six which have the potential to significantly impact SCAG, the region, and/or our member agencies.

For today's meeting, staff recommends the LCMC forward a "support" position on AB 930 (Friedman) and a "watch" position on ABs 6 & 7 (Friedman), AB 1335 (Zbur), SB 405 (Cortese), SB 423 (Wiener), and SB 670 (Allen).

Staff will continue to monitor these bills, and others, and report back at future LCMC meetings. Summaries of the seven bills are included below.

Staff recommends SUPPORT for the following one (1) legislative bill:

Bill: AB 930 **Author:** Assemblymember Laura Friedman (D-Glendale)
Title: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) Districts
Status: Double-Referred to Committees on Local Government and Jobs, Economic Development, and the Economy. First hearing likely 04/19/2023.
Recommendation: SUPPORT

This bill would authorize two or more local governmental agencies, defined to include a city, county, special district, or transit agency, jointly to form a Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) district to use tax increment financing for infill development.

The bill would require the Office of Planning and Research (OPR) to develop standards for the formation of RISE districts no later than November 30, 2025. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government.

After the formation of a RISE district, the bill would require the district's governing board to create and adopt a RISE development plan that includes an identification of any intended sources of revenue for financing projects within the boundaries of the district. The bill would require that at least 50 percent of the total funding received by the district be spent on infill supportive infrastructure and to provide that at least 20 percent of the total number of residential units created within the district be restricted to persons and families of low or moderate income. The governing board would then submit the RISE development plan to OPR for review.

This bill would allow a RISE district to utilize various revenue sources for district purposes including property tax revenues, local sales and use taxes, transient occupancy tax, and notably, the portion of the state sales and use tax revenues that flow into the state General Fund that is attributable to new development within the RISE district. This bill would also, upon appropriation by the

Legislature, require the Governor's Office of Business and Economic Development (GOBiz) to establish the RISE Revolving Loan Fund. The purpose of the fund would be to provide RISE districts with initial startup funding for projects contained within the RISE district's development plan.

Since Redevelopment was repealed in 2012, California has instituted alternate forms of tax increment legislation, such as Enhanced Infrastructure Financing Districts (EIFDs) and Community Revitalization and Investment Authorities (CRIAs), to promote community revitalization and affordable housing. A small handful of EIFDs have been established, but new tools are needed. AB 930 is a framework to bring back a redevelopment tool to spur infill investment in a manner that supports sustainable development.

Some questions remain unanswered, as it pertains to the role that Metropolitan Planning Organizations will play in the identification, development, and implementation of RISE districts. In addition, if the legislation is focused on infill development, clarification will be needed on which communities will be eligible or ineligible to participate in the RISE program. These questions notwithstanding, AB 930 proposes a new tool for local jurisdictions to implement their infill supporting infrastructure needs and accommodate affordable housing in a manner that is consistent with SCAG's legislative platform and the growth vision articulated in the Connect SoCal. Therefore, staff recommends SUPPORT for this bill and recommends continued engagement on this bill to ensure its maximum benefit to the SCAG region.

Staff recommends a WATCH position on the following six (6) legislative bills:

Bill: ABs 6 & 7 **Author:** Assemblymember Laura Friedman (D-Glendale)

Title: Transportation Planning & Transportation Funding for Capacity Projects

Status: Introduced 12/05/2022. Pending referral to a policy committee.

Recommendation: WATCH

AB 6 – This bill would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's Sustainable Communities Strategy (SCS) and the state's climate goals. This bill currently has no co-authors.

AB 7 – This bill would eliminate single occupant vehicle freeway capacity projects and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.

Chair Friedman introduced AB 6 and AB 7 on the first day of the 2023 legislative session with intent language, meaning that the bills were placeholders in nature and would be amended at a later time with more specific proposals. Fundamentally, however, Chair Friedman wants to author a bill that supports transportation investments that result in the land use strategies that lead to a reduction in greenhouse gas (GHG) emissions.

To develop the ideas for her bills, Chair Friedman tapped Sacramento Mayor Darrell Steinberg, author of the original SB 375 (2008), to co-lead a stakeholder working group consisting of many statewide organizations, such as CalCOG, League of California Cities, CSAC, CBIA, Greenlining Institute, Self Help Counties Coalition, Transportation California, Coalition for Clean Air, State Building Trades, Climate Plan, Natural Resources Defense Council, and others. The working group has met one time, and the discussions led to the creation of various sub-groups to focus on high-level themes, such as how to reprioritize existing transportation funding, aligning regulations with desired outcomes, accountability in terms of meeting GHG reduction, and building affordable housing. No Metropolitan Planning Organizations (MPOs) were invited to participate in the working group; however, Chair Friedman's staff is in the process of conducting direct outreach with many of the state's MPOs, including SCAG.

Staff will continue to monitor, collaborate, and engage on AB 6 and 7 to ensure that our region's concerns are included in the dialogue on these bills. Because the bills are still unfolding, however, staff recommends a WATCH position on this bill at this time.

Bill: AB 1335 **Author:** Assemblymember Rick Zbur (D-Santa Monica)
Title: Sustainable Communities Strategy and Regional Housing Needs Assessment.
Status: Referred to Assembly Transportation Committee. Hearing not yet scheduled.
Recommendation: WATCH

This bill would require the Sustainable Communities Strategy (SCS) to be based on population projections produced by the Department of Finance (DOF), which were used by HCD in assigning a council of governments' (COG) Regional Housing Needs Assessment (RHNA) regional determination.

If there is a disagreement between the population projections forecasted by DOF and that of the COG, AB 1335 imposes certain reconciliation procedures for their use in the SCS.

The Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) is a forecast of likely outcomes that balances many policy goals, such as air quality conformity, congestion reduction, equity, and greenhouse gas emissions reduction. In contrast, DOF's projections are a single-objective population forecast which feeds into various state programs. While it is robust

technically, DOF does not project employment or household growth alongside its population projection, as SCAG's growth forecast does. In addition, neither does DOF's projection include other regional policy targets, such as those mentioned above.

In addition, DOF is not required to conduct comprehensive public participation or consultation on the development of its projections the way that an RTP/SCS projection must. SCAG-forecasts include scenarios for future population, households, and jobs. The scenarios are developed by a combination of in-house staff, technical consultants, and a panel of demographic experts. SCAG's Community, Economic, and Human Development Committee, the Joint Policy Committee, and Regional Council all consider principles and a process which guide our RTP/SCS forecasts.

Separately, AB 1335 would require a city or county to include its progress toward the recommended alignment of land use regulations with the SCS as part of its Annual Progress Report due to the Department of Housing and Community Development.

This bill is sponsored by Abundant Housing LA. Staff will continue to monitor, collaborate, and engage on AB 1335 to ensure that our region's concerns are reflected in this bill. Because outreach with the author's office is still ongoing, staff recommends a WATCH position on this bill at this time.

Bill: SB 405 **Author:** Senator Dave Cortese (D-San Jose)

Title: RHNA and Housing Element Site Inventories

Status: Referred to Senate Committee. Hearing not yet scheduled.

Recommendation: WATCH

After a city or county receives its Regional Housing Needs Assessment (RHNA) allocation from the council of governments, the city or county must update the Housing Element of its General Plan. State housing law requires that the Housing Element include an inventory of land suitable and available for residential development to meet the city or county's RHNA allocation.

SB 405 would require a city or county to notify the owner of a site included in the city or county's sites inventory that the property in question will be so included. If the property owner objects, or if the owner notifies the city, county, or the Department of Housing and Community Development (HCD) that the owner does not intend to develop at least 80 percent of the number of units for the site during the current planning period, then SB 405 would require that the site not be included in the jurisdiction's sites inventory.

SB 405 contains broad and premature RHNA provisions that would likely impact a jurisdiction's ability to meet its RHNA requirements. Furthermore, the bill would add a new requirement to the RHNA and Housing Element update process before the Legislature has received its "Revamp the

RHNA” report from HCD. SB 405 impacts a key and challenging component of RHNA, identifying sites. Obtaining site owners' commitment to development proposes a significant challenge in the already complicated process of identifying sites to meet RHNA. In addition, SB 405 fails to appreciate how site ownership and land development goals are subject to change during a planning period. Overall, the policy does not address nor provide support or alternatives for jurisdictions that cannot find enough sites and meet their RHNA obligations due to the proposed site owner requirement.

This bill is co-sponsored with the California Building Industry Association. Because outreach with the bill’s author is still ongoing, staff recommends a WATCH position on this bill at this time.

Bill: SB 423 **Author:** Senator Scott Wiener (D-San Francisco)

Title: Streamlined approval for multi-family housing

Status: Double Referred to Committees on Housing and Governance & Finance. Hearings not yet scheduled.

Recommendation: WATCH

Senator Scott Wiener (D-San Francisco) authored SB 35 (2017), which creates a streamlined, ministerial approval process for development proponents of multi-family housing in cities or counties that the Department of Housing and Community Development (HCD) has determined, based on the jurisdiction’s most recent annual progress report, has failed to issue building permits consistent with the jurisdiction’s share of the regional housing need.

The development project must meet certain requirements, such as the site is located in an urban infill site, zoned for residential use or residential mixed-use development with at least two-thirds of the square footage for residential use, and is not located in the coastal zone. SB 35 also prohibits a local government from imposing parking standards for approved streamlined developments in cases in which the development is located within one-half mile of public transit, or other specified circumstances. SB 35’s authorities expire on January 1, 2026.

SB 423 would delete the January 1, 2026 repeal date, thereby making SB 35’s authorities operative indefinitely. In addition, this bill would delete the standard that prohibits a multifamily housing development from being subject to the streamlined, ministerial approval process if the development is located in a coastal zone. Furthermore, SB 423 would authorize the Department of General Services to approve housing developments on property it owns, without having to follow local zoning and development standards.

Staff recommends a WATCH position on SB 423 at this time.

Bill: SB 670 **Author:** Senator Ben Allen (D-Santa Monica)
Title: Vehicle Miles Traveled
Status: Referred to Committee on Transportation. Hearing not yet scheduled.
Recommendation: WATCH

As currently written, SB 670 would require state and local transportation agencies to create a single model for vehicle miles traveled (VMT) mapping to be used for transportation planning and funding.

The author's office indicated its intention to amend SB 670 to focus on the creation of statewide VMT maps, produced by a to-be-determined state agency, to assist lead agencies in conducting transportation analysis for their CEQA documents.

In either case, SB 670 has the potential to be a significant bill. Because this bill is not in its final form and outreach with the author's office is still ongoing, staff recommends a WATCH position on this bill at this time.

FISCAL IMPACT:

Work associated with the staff report on Housing & Transportation Bills of Interest is contained in the Indirect Cost budget, Legislation 810-0120.10.